REGISTERED No. 61—1871.

The Bombay Gazette.

No. 7,277.—New Series. BOMBAY:—WEDNESDAY, JUNE 5, 1872. Subscription in Advance { For a Year .....Rs. 42 / For Six Months.. ...Rs. 24 } Including Postage.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale:—

One Year, *in advance*	Rs. 42
Half Year ,,	,, 24
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One Month ,,	,, 5

For a Weekly Subscription, in advance, of Rs. 1-8-0, the *Gazette* is now delivered each morning at any address in town, or posted free to any address Up-country.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—	
First insertion	Rs. 5 0
Second do	,, 2 8
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line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do	4½ ,, ,,
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In the Native Language, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

Domestic Occurrences: Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship ORIENTAL, 1,481 Tons, 200 H.P., Commander H. T. Dickinson, will be despatched on THURSDAY, the 15th June 1872, at 4 P.M.

Leave BOMBAY	June 1872. 13	Leave Colombo	June 1872. 22
,, Carwar	14	,, Galle	23
,, Mangalore*	15	,, Negapatam	26
,, Cannanore*	17	,, Pondicherry	27
,, Tellicherry*	18	,, Madras	29
,, Calicut*	18	,, Coconada	July 1
,, Beypore*	18	,, Vizagapatam	2
,, Narrakal	19	,, Bimlipatam	3
,, Cochin*	19	,, Gopalpore	3
,, Allepey*	20	,, False Point	4
,, Tuticorin	21	Arrive CALCUTTA	6

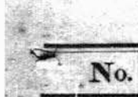
* During the South West Monsoon, viz. from 18th May 1872, to the end of August, it is uncertain whether communication can be maintained with the ports marked *, viz. Mangalore, Cannanore, Tellicherry, Calicut, Beypore, Cochin and Allepey. The Steamers, however, will call at these ports weather permitting, but passengers for the Neilgherries may be landed at Narrakal six miles north of Cochin, from whence they may proceed by back water to stations on the Madras Railway.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF via KURRACHEE.

Interchanging Cargo and Passengers at Bussora, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSSORAH.

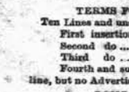
The Steam-ship ETHIOPIA, 1,132 Tons, 200 H. P., Commander F. Sanders, will be despatched on WEDNESDAY, the 5th June 1872, at noon.

Leave BOMBAY	June 1872. 5	Leave BUSSORAH	June 1872. 24
Arrive Kurrachee	8	Arrive Fao	24
,, Gusdur	10	,, Bushire	26
,, Muscat	12	,, Bahrein	26
,, Bunder Abbas	14	,, Linga	30
,, Linga	16	,, Bunder Abbas	July 2
,, Bushire	18	,, Muscat	4
,, Fao	20	,, Gusdur	6
,, BUSSORAH	21	,, Kurrachee	8
		,, BOMBAY	12

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

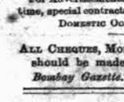


THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the Weekly Service from England, despatch a Steamer to Kurrachee every WEDNESDAY commencing from 29th May, 1872.

The Steam-ship KURRACHEE, 810 Tons, 120 H. P., Commander J. Avers, will be despatched on WEDNESDAY, the 12th June, 1872, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.



STEAM FERRIES (under contract with Government).—Steam Ferry Boats will ply across the Harbour daily, stopping at the undermentioned Bunders:—

Fares from Bombay to

Class.	Rewas.	Dhurrumtur.	Oorun.	Hog Island.	Oolwa.
	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
First Class	2 0	3 0	2 0	2 0	3 0
Second Class	0 12	1 0	0 8	0 12	1 0
Third Class	0 8	0 12	0 4	0 6	0 9

The Rewas and Dhurrumtur Ferry Steamer leaves Carnac Bunder daily at 8 A.M., and Dhurrumtur at 1 P.M. The Oorun, Hog Island, and Oolwa Ferry Steamer leaves Carnac Bunder daily at 8—30 A.M., and Oolwa at 1 P.M. Passengers are required to obtain Tickets from the Bunder Clerk previous to proceeding on board.

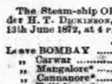
J. A. SHEPHERD.

No. 33, Meadow Street, Bombay.

"WILSON LINE."

LIVERPOOL VIA SUEZ CANAL.

TO SAIL ABOUT 10TH JUNE.



THE fine s.s. YEDDO, 1,800 Tons, 250 H.P. nominal, Captain J. P. Anderson, will be despatched as above. She has excellent accommodation for 1st and 2nd Class Passengers, and carries a Surgeon and Stewardess.

Fares excluding Wines, &c.

To Liverpool, 1st Class	Rs. 500
Ditto 2nd ,,	,, 300
To Suez 1st ,,	,, 300

For plans and further particulars apply to

GRINDLAY, GROOM, & Co., Bombay.

N.B.—To be followed by the XANTHO.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMER BETWEEN BOMBAY AND TRIESTE VIA SUEZ CANAL.

The next Steamers from Bombay will be the SPHINX, 1,400 Tons, on or about the 5TH JUNE. This Steamer has only limited accommodation for a small number of Passengers.

PASSENGER RATES FROM BOMBAY PER SPHINX.

	Cabin.	Deck with Food
To Trieste	£40	£19- 0
To Port Said	£30	£14- 6
To Suez	£28	£13- 7

Children under 3 years of age, Free; above 3 and under 10 years, Half Fare.

The rates for Cabin Passengers include food and table wine, transit through Egypt, fees and free conveyance of 3 cwt. luggage. For Baggage in excess of 3 cwt Ton is charged.

For further particulars, and for Freight and Passage, apply to the Agency of the Austrian Lloyd's Steam Navigation Company.

A. C. GUMPERT, Manager.

Bombay, 12, Meadow Street, 15th May 1872.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. RUBATTINO & Co., GENOA.

The regular Steamers leave

GENOA	and	BOMBAY
on the 24th,		on the 1st
of each month,		

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.
To Aden	£22	£15	£6
Suez	36	22	8
Port Said	38	24	8
Alexandria	39	25	9-10
Messina	50	34	14
Naples	50	34	14
Leghorn	50	34	14
Genoa	50	34	14
Marseilles (transhipment at Genoa)	52	35	14-10

Including Wines. Without Food.

Children under 3 years, free of charge.
Children of above 10 years, half fare.
Next Steamers from Bombay:—

ARABIA, on MONDAY, 1st July 1872.
PERSIA, on THURSDAY, 1st August 1872.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.

Bombay, 30th September 1871.

CONSIGNEES of CARGO per s.s. YEDDO, lately arrived from London, are requested, before taking delivery of their goods, to PRODUCE INVOICES, and to PAY a DEPOSIT of ONE PER CENT. on the value. The Average Bond is now lying at our Office for signature.

W. & A. GRAHAM & Co., Agents s.s. Yeddo.

Bombay, 3rd June 1872.

ROWLAND and CO.,

SADDLERY and HARNESS ESTABLISHMENT,

19, MEADOW STREET and RAMPART ROW,

(Next Door to Jafer Sulleman's Bazaar,)

BOMBAY.

Every description of SADDLES, BRIDLES, HARNESS, HORSE CLOTHING, SADDLE CLOTHS, HUNTING, RIDING and DRIVING WHIPS, always on hand.

ORDERS promptly attended to, and the repairs of Saddlery, Harness &c., carefully executed.

OUTSTATION ORDERS should be accompanied by a REMITTANCE or Reference for Payment in Bombay.

SHIPPING.

OVERLAND ROUTE.

On Friday, the 7th June, at 3 P.M., from Mazagon.

THE P. & O. Co.'s S. S. ORISSA, (1,646 tons, and 350 H.P.) Captain P. S. Tomlin, will LEAVE for SUEZ as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Brindisi, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Venice, Odessa, Constantinople, Ancona, Marseilles, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon before 10 A.M. on the day of the Steamer's departure, in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M., precisely, on the day of sailing.

GEORGE F. HENRY, Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN:

On Monday, the 17th June, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. TRAVANCORE (1,900 tons and 400 H.P.), Captain C. H. Eastley, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before noon, on Friday, the 14th June.

GEORGE F. HENRY, Superintendent.

EXTRA STEAMER TO CHINA.

THE s.s. EMEU (1,538 tons and 300 H.P.), Captain Geo. Le , will be despatched to CHINA on MONDAY, the 10th June, at noon, calling at Singapore.

For Freight or Passage apply to

GEORGE F. HENRY,
Superintendent P. and O. Company.

SALES BY AUCTION.

MENESSE and COMPANY.

TO-MORROW THURSDAY, the 6th instant, Messrs. MENESSE & Co. will hold their Usual Weekly Auction at their Rooms, of a quantity of Grey, Colored and White Piece Goods, Twist, &c. &c.

5 bales Grey Shirtings 10 lb.
7 do. do. 8½ lb.
5 do. „ T Cloth 7 lb.
5 cases Prints.
10 bales T. Red Yarn.

AUCTION SALE OF MANILLA HEMP HAWSERS.

Notice to Ship-chandlers, Ship-owners, Dubashes, and others.

Messrs. MENESSE and Co. have received instructions to sell by Public Auction, on THURSDAY, the 6th instant, at 2 P.M., in the godown of Messrs. Edward Bates & Co., in Elphinstone Circle, 15 C lls of Manilla Hemp Hawsers of various sizes from 4½ to 7½ inches.

MENESSE & Co.

Bombay, 5th June 1872.

GYMKHANA KIT.

CRICKET.	FENCING.	RACKET.
BATS.	FOILS.	BATS.
BALLS.	JACKETS.	BALLS.
BOOTS.	HAND GUARDS.	PRESSES.
GLOVES.	LUNGING PADS.	SHOES.
LEGGUARDS.	MASKS.	FIVES BALLS.
STUMPS.	SINGLE STICKS.	&c., &c.

And Sundries of every description,

BY BARTLETT, CLAPSHAW, DUKE, LILLYWHITE, PAGE & JEFFERIES,

On sale by

TREACHER & Co. (Limited).

DINNEFORD'S FLUID MAGNESIA.

The best remedy for

ACIDITY OF THE STOMACH, HEARTBURN, HEADACHE, GOUT, AND INDIGESTION,

And the best mild aperient for delicate constitutions, especially adapted for Ladies, Children, and Infants, and for *regular* use in Warm Climates.

DINNEFORD & CO.,
CHEMISTS, LONDON,

And of Druggists and Storekeepers throughout the world.

N.B.—Ask for Dinneford's Magnesia, and see Dinneford's Friction Gloves and Belts.

Agents—TREACHER & Co., Bombay, Poona, and Byculla.

J. & C. White & Co.'s SHERRIES.

	Cash. Rs. a.	Credit. Rs. a.
PALE DINNER, an excellent light dry wine for general family use, per doz	22 8	25 0
VINO DE PASTO, a full-bodied generous Dinner Wine	26 0	29 0
SUPERIOR PALE (J. & C. White's well known "White Seal" brand), a richly flavoured mellow Wine	28 0	31 0
MANZANILLA, a delicate and very dry, in high esteem among connoisseurs as the "Convent" Wine	34 0	38 0
LIGHT AMONTILLADO, a soft, pure, delicate wine (genuine juice of the grape, which cheaper wines offered as Amontillado usually are not)	38 0	42 0
SUPERIOR AMONTILLADO; this *ne plus ultra* of Sherries may fairly be said to be unequalled for delicacy, dryness and aroma	44 0	48 0

J. & C. White & Co.'s PORTS.

FINE PORT, a sound good wine, with full body and flavour. Quarts, per doz	27 0	30 0
Do. Pints, „	16 0	18 0
SUPERIOR PORT, a first-class rich old wine, with fine bouquet. (Suitable for Invalids.) Quarts, per dozen	34 0	38 0
Do. Pints, „	19 0	21 0

AGENTS,

TREACHER & Co. (Limited).

SARSAPARILLA.

WILKINSON'S Essence or Fluid Extract of RED JAMAICA SARSAPARILLA, prescribed by the Faculty for Purifying the Blood, Debility, Liver Complaints, and freeing the system from the effects of Mercury; exclusively used in India and the Colonies as a Prevention to Tropical Diseases.

"Superior preparation that may always be relied upon."—Sir Astley Cooper.

"We are in every respect satisfied with it."—Lancet.

"We recommend your Sarsaparilla as the best."—Medical Review.

Sold in ¡, ½, and Pint Bottles.

Caution.—Many spurious, worthless, and injurious preparations are offered to the Public; see that both Bottle and Label have the Name and Address, also Trade Mark (W in a diamond).

QUINTESSENCE of JAMAICA GINGER and CAMOMILE.

WILKINSON'S preparation of Ginger and Camomile has long been deservedly known as an excellent domestic medicine. It is a most efficient Stomachic Tonic, and the best remedy for Flatulency and disorders arising from impaired digestion.

It is not affected by climate.

No European in India or Tropical Countries should be without it.

Sold in ¡, ½, and ¾ Pint Bottles.

AROMATIC TINCTURE of QUINOIDINE.

For the prevention of Fever, Ague, and effects of Malaria.

An unfailing remedy.

It may be mentioned that those who, during the campaign in the Crimea, daily took a small quantity, passed entirely unharmed through the raking fire of Fever and Dysentery that thinned the ranks around them.

Sold in Half and Quarter-pint Bottles.

Prepared only by Thos. Wilkinson, 270, Regent Street, London, and

BOMBAY.

Wholesale and Retail Agents, Treacher & Co., Limited, Medical Hall, Byculla, and Fort, Poona.

And of all the principal Firms in India and the Colonies.

NOTICE.—The following CATALOGUES of Messrs. CASSELL, PETTER, & GALPIN'S PUBLICATIONS are now ready, and may be procured from every Book Store:—

CASSELL'S EDUCATIONAL CATALOGUE, containing a List of Works suitable for all Classes of Schools, including those Books which have been adopted by School Boards in England, by the Ontario Board of Education, and other Public Bodies.

This list also supplies information as to Cassell, Petter, & Galpin's specialities in the way of Material for School use—such as

1 { Colour Boxes, Mathematical Instruments, | Microscopes, Drawing Instruments, &c.

2. CASSELL'S CLASSIFIED LIST OF BOOKS, containing a Complete List of Cassell, Petter and Galpin's Publications, classified according to their value, from 6d. up to Twenty Pounds.

3 CASSELL'S COMPLETE CATALOGUE, containing a List of the following Works issued by Cassell, Petter, & Galpin:—

Fine Art Volumes,	Bibles,
Children's Books,	History,
Educational Works,	Natural History,
Serial Publications,	Poetry, Travel,
Dictionaries,	Hand-books; and
Religious Literature,	Miscellaneous.

*** *Copies of the above Catalogues can be obtained on application at the Office of this Paper.*

FOR SALE.—ELECTROTYPES OF WOOD ENGRAVINGS, to the number of 70 000. Full particulars on application to Cassells Petter, and Galpin.

CASSELL, PETTER, & GALPIN; LUDGATE HILL, LONDON; PARIS; and NEW YORK.

BRISTOW, EDMONDS & WILLIAMS,

(Late BRISTOW & EDMONDS,)

PERFUMERS, FANCY SOAP MAKERS, AND DRUGGISTS,

ALSO

GENERAL BRUSH MAKERS,

WHOLESALE AND EXPORT,

27, BUSH LANE, CANNON ST., LONDON,

(Established nearly 100 Years,)

So well known for their

ESSENCE OF PEPPERMINT, ESSENCE OF JAMAICA, GINGER, and their JAMAICA and MARROW POMATUM.

Those preparations are unique and unrivalled.

MANUFACTURERS OF

SEIDLITZ AND SODA POWDERS,

Specially for India, Chips, and the East.

CITRATE OF MAGNESIA,

In bottles of various sizes.

COLD CREAM, BEAR'S GREASE and CIRCASSIAN CREAM-Rose, Jasmine and Macassar Oils, Lavender Water, and Eau de Cologne.

ESSENCES, BOUQUETS and NOSEGAYS for the Handker, chief in great variety, including Eau Bouquet, Jockey Club, Millefleur and Ylang Ylang.

FRENCH ESSENCES AND POMADES.

Liberal terms to Merchants and large Shippers.

NEW ADVERTISEMENTS.

PAYNE AND COMPANY,

BOMBAY BRANCH.

WE beg to solicit the orders of Messes, Clubs, and Residents of Western India for our WINES and SPIRITS, and would especially direct attention to our liberal terms and low quotations.

The excellence of our Brands of Wines and Spirits is fully established; to new arrivals in the country we shall, however, be happy to forward, post free on application, copies of upwards of Seventy Testimonials received from Mess Presidents, all alike testifying to the general satisfaction we have given, as well by the uniform good quality of the supplies sent, as by our prompt and careful attention to all orders entrusted to us.

GUARANTEE.—We wish it to be distinctly understood, that in all instances we guarantee the quality and purity of our Wines and Spirits, and that we engage to take back or exchange any that may not be approved.

Detailed Price Lists and any information required will be sent on application.

PAYNE AND COMPANY,

BOMBAY, CALCUTTA, AND LONDON.

☞ LAST NIGHT OF KHOORSHED.

VICTORIA THEATRICAL COMPANY.

TO-NIGHT, WEDNESDAY, the 5TH JUNE.

KHOORSHED,

To be followed by a Charming Exhibition of

FLYING AND SINGING FAIRIES!

PAYNE AND COMPANY.

BOMBAY BRANCH.

PAYNE AND Co.'s

TRADE MARK BRANDY,

Rs. 24 per doz., Cash.

WE have just received a fresh parcel of this PURE PALE COGNAC, and are now in a position to execute orders for the same.

The increasing demand for this Brandy has induced us to make larger monthly shipments to this market.

CHAMBER OF COMMERCE.—NOTICE.—A special General Meeting of the Members of the Chamber of Commerce will be held THIS DAY (Wednesday), at 12 noon, at the Offices of the Chamber.

The attendance of Members is particularly requested.

By Order,

JAMES TAYLOR, Secretary.

Bombay, Chamber of Commerce, 5th June 1872.

ANY PERSON INDEBTED to, or having CLAIMS against, the ESTATE of the late Captain C. E. HANBURY, Royal Artillery, is requested to communicate with the Undersigned within ONE MONTH from the 1st inst. at, after which no Claims will be admitted.

E. S. MILMAN, Major, R.H.A.,
President, Committee of Adjustment.

Secunderabad, 1st June 1872.

PAYNE AND COMPANY.

BOMBAY BRANCH.

JUST TO HAND,

VERY FINE OLD SCOTCH WHISKEY.

Rs. 20 per dozen, Cash.

A FURTHER PARCEL OF

GENUINE OLD IRISH WHISKEY,

WILL BE LANDED IN A FEW DAYS.

Rs. 24 per dozen, Cash.

HOLLANDS GIN.

Our own Bottling, and very far superior to large quantities of the so-called Geneva shipped to this market.

Rs. 18 per dozen, Quarts.

UNSWEETENED GIN.

Rs. 20 per dozen.

This pure spirit is unsurpassed.

ABSINTHE.

We have just received a trial shipment of this favourite Continental Spirit. It has been highly approved of by those of our constituents who have tried it.

Rs. 30 per dozen Litres.

J. NEUBERG,

GENERAL MERCHANT AND COMMISSION AGENT, BOMBAY.

To. BICHE-LATOUR'S

CELEBRATED BRANDIES.

COGNAC VIEUX A-1 White Label	per doz. Rs.	24
Do. Do. „ Green Label	„ „ „	27

Mr. N. has just received another consignment of these celebrated Brandies, which he can confidently recommend as being pure Grape Cognac.

WINES.

GERMAN WINES,

By H. & G. HIRSCH, of Mayence-on-the-Rhine.

STILL HOCK.

MARCOBRUNNER,	NIERSTEINER,
LIEBFRAUMILCH,	BODENHEIMER,
OFFENHEIMER,	WALPORZHEIMER,
RUDESHEIMER,	GEISENHEIMER,

RIESLING,

For the consumption in Hot Climates no other Wines can surpass, and very few can equal,

GERMAN WINES.

CHAMPAGNE.

GRAND VIN DE CABINET,* a very superior Dry Wine, by JOHN NEUBERG & Co., Rheims per doz. quarts 40

Ditto ditto ditto ditto	„	pints 21
SILLERY MOUSSEUX, by Vauban Freres	„	quarts 30
Ditto ditto ditto	„	pints 16

* Pronounced by Connoisseurs to equal if not exceed in dryness and quality those Champagnes most favoured in this country.

Just landed per LA GLANEUSE, from BORDEAUX, To. BICHE-LATOUR'S WELL KNOWN

CLARET.

MEDOC VIEUX, Breakfast Wine	per doz.	quarts 10
Ditto ditto ditto	„	pints 8
PAUILLAC, superior quality	„	quarts 12
Ditto ditto ditto	„	pints 8-8
MARGAUX, a very good Dinner Wine	„	quarts 16
St. JULIEN do. do.	„	„ 18
MUSCAT, superfine Dessert Wine	„	pints 16
SAUTERNE, very superior Wine	„	quarts 21

BURGUNDIES.

By J. POIDEVIN PERE, of Beaune.

MONTRACHET, 1862	per doz.	quarts 48
POMMARD	„	„ 28
SAVIGNY	„	„ 25
BEAUNE	„	„ 18
CHABLIS	„	„ 18

PORT WINE, old, full-bodied, by direct importation from Oporto per doz. 24

SHERRY, very Dry,—Green Seal, from Butler & Son	„	25
Do. Stout, Rich,—Red Seal	„	27
Do. Extra fine, Dry,—Yellow Seal	„	33
Do. Prime Quality, by direct importation from Xeres	„	20

For Special Price List, apply to

J. NEUBERG.

PAYNE AND COMPANY.

BOMBAY BRANCH.

	Cash.	
CHABLIS, No. 1, in Quarts only	Rs. 16 0	per doz.
CHABLIS, No. 2, in Pints only	27 0	per case of 2 doz. pints.

This is a nice light Wine, and will not fail to give satisfaction.

BUCELLAS, a delicate and light Wine, the produce of the Vineyards near Lisbon

SAUTERNES, No. 1, a most refreshing Wine	Rs. 22 8	per doz.
	18 0	„
STEINWEIN, in original Bottles	24 0	„

This is much appreciated, and will be found a nice, elegant, and good flavoured Wine, and very suitable for this climate.

LIGHT HOCK, a light but perfectly sound Wine, very cheap 15 0 „

In Pints also Rs. 3 per case of 2 doz. extra.

VIN ORDINAIRE CLARET.—This is a light Claret. The demand for it is greatly increasing, its low price and good qualities give much satisfaction. 10 0 „

PRICE LISTS ON APPLICATION.

KOUSANIE TEAS

Of Season 1871-72.

Souchong and Kousanie Mixture.

Cash Rs. 4	Packet of 2 lbs.	Credit Rs. 4-8

Hyson and Orange Pekoe.

Cash Rs. 2-4	Packet of 1 lb.	Credit Rs 2-8

TREACHER & Co. (Limited).

PAYNE AND COMPANY.

BOMBAY BRANCH.

BASS'S BEER,

IN HOGSHEADS.

THE first shipment of the NEW SEASON'S BEER is shortly expected. Orders are now being registered for execution immediately on arrival.

The experience gained by us during upwards of half a century in the selection of Beer for India, and in the careful treatment of it when here, has obtained for our importations a deservedly high reputation.

PRICE LISTS ON APPLICATION.

NOTICES.

GRANT ROAD THEATRE.

WEDNESDAY, 5TH JUNE.

GRAND FASHIONABLE EXTRA NIGHT.

COMEDY! COMEDY!!

The Performance will commence, by desire, with the Gem of English Comedy, entitled,

DELICATE GROUND,

OR, PARIS IN 1793.

To be followed by the Beautiful Closet Scene from Shakespeare,

HAMLET.

The whole to conclude with the mirth-provoking Comedy of

KATHERINE and PETRUCHIO.

BOX PLANS AND TICKETS AT MESSRS SOUNDY & Co.'s MUSICAL REPOSITORY.

NOTICE.—A MEETING of the COMMITTEE, PERSIAN FAMINE RELIEF FUND, will be held in the TOWN HALL (Durbar Room), on WEDNESDAY, 5th June, at 5 P.M.

G. T. ROBINSON,
Honorary Secretary.

NOTICE.—Any one INDEBTED to, or having CLAIMS against, the ESTATE of the late Surgeon Major J. S. RIMINGTON, Residency Surgeon, Baroda, will communicate with the Undersigned within ONE MONTH from this date, after which no further Claims will be admitted.

LIONEL C. BARTON, Major,
Political Agent, Rewa Kanta,
President, Committee of Adjustment.

Baroda, 31st May 1872.

ANY PERSON INDEBTED to, or having CLAIMS against, the ESTATE of the late Major R. J. CASTELL, 4th Rifles, is requested to communicate with the Undersigned within ONE MONTH from this date, after which no Claims will be admitted.

W. A. GLASSPOOLE, Major,
President of Committee of Adjustment.

Baroda, 1st June 1872.

THE ESPLANADE HOTEL.

REDUCED RATES.

DURING the Monsoon months a greatly REDUCED SCALE of CHARGES for BOARD and LODGING will be OFFERED to PARTIES taking Apartments by the Month or for a specified TERM.

W. MAULE, Manager.

NOTICE.—Hard Fees on the following Boats, which lie unclaimed on the Hard at Tank Bunder, not having been paid during the past twelve (12) months, they will, unless the amount due be paid within One Month from this date, BE SOLD BY PUBLIC AUCTION toward satisfaction of the amount due:—

Boat Nos. 222, 477, 622, 650, 808, 1072, 1093, 1109, 1139, 1142, 1287, 1327, 1340, 1377, 1392, 1461, 1476, 1481, 1817, 1904, 1988, 1957, 2011, 2152, 2164, 2139, 2104, 2280, 1808, 227, 2282, 2377, 2380, 2410, 2427, 2526, 2532, 2724, 2713, 2810, 2834, 2929, 2930, 3119, 3137, 3224, 3304, 3421, 3637, 3641, 4063, 3510.

J. RYAN, Traffic Manager,
Government Bunders.

Bombay, Carnac Bunder, 9th May 1872.

THE ROYAL PRESS COMPANY (Limited) —NOTICE.—At an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company, held THIS DAY, to confirm the Special Resolution passed at the Ordinary General Meeting held on the 14th May 1872, a quorum being not present, it is ADJOURNED to WEDNESDAY, the 5th proximo, at 3 P.M., at the Office of the Undersigned.

શેઠ નરશી કેશવજીની કુમ્પની,
i.e. SHA NURSEY KESSOWJEE & Co.,
Secretaries and Treasurers.

Bombay, 29th May 1872.

NORTH BRITISH MERCANTILE INSURANCE COMPANY.

LIFE BRANCH.

REDUCTION TO HOME RATES.

We have pleasure in announcing the decision of the Directors that the REDUCTION OF PREMIUM to the HOME SCALE OF RATES shall commence from the date of leaving Alexandria or Port Said for Europe without Medical Certificate or fresh examination.

W. NICOL & Co., Agents.

Bombay, 14th May 1872.

BOMBAY OMNIBUS COMPANY, Khetwady Road, No. 141.

CARRIAGES of all description, with or without Horses; also SINGLE HORSES and PAIRS, may be HIRED at a MODERATE CHARGE. Agreement made by the month at reduced rates. Horses shod under the supervision of a practical Farrier. Orders will be received at the Premises, Khetwady, by Mr. BURDETT, Manager, or at No. 2, Ash Lane, Fort.

FOR CHARGES, SEE CARD CIRCULARS.

FOR SALE, One MAIL PHAETON and Pair of young Australian HORSES.

THE TELEGRAPH DESPATCH AND INTELLIGENCE COMPANY, LIMITED, with which is incorporated THE LOMBARD TELEGRAPHIC NEWS AGENCY.

Chief Offices: 2, ROYAL EXCHANGE BUILDINGS, LONDON.

PASSENGERS' TELEGRAMS.

Passengers can Telegraph their arrival at Home, together with any Casualty, Birth, or Death arising on the Voyage, to their Friends in India, upon pre-payment of the following Rates, and Registering their Names, either at the Company's Offices (as above) or to their Authorised Agents at Southampton, Liverpool, &c.:—

For a Message to

BOMBAY	Rs. 10 8
CALCUTTA	10 8
MADRAS	10 8
CEYLON, AND ALL PARTS OF INDIA	12 0

AGENTS.

NEW YORK—The Wall Street Financial and Commercial Bureau.

CALCUTTA.—Messrs. J.T. Livermore & Co., 4, Wellesley Place.

BOMBAY.—Office, 5, Armenian Lanes.

Other Ports will shortly be announced.

IN the HIGH COURT of JUDICATURE at BOMBAY.—Late Supreme Court File.—Equity Side.

SHREECRUSTNA NARRONJEE.....Complainant.

vs.

BHAEE PANDRANG, WILKES HILL, Esquire, Acting Official Assignee of the Estate of WASSOODEW PANDRANG, an insolvent, NARRAYEN PANDRANG, TOOKARAM PANDRANG, and RUCKMABAEE, widow of the late Pandrang Pootlajee.....Defendants.

Pursuant to the decretal order made in the above cause and bearing date the 19th day of January 1872, the following IMMOVEABLE PROPERTY will be SOLD by PUBLIC AUCTION before CHARLES PHILIP COOPER, Esquire, Acting Master in Equity of this Honourable Court, at his Office, in the Court House, on WEDNESDAY, the Nineteenth day of June, One Thousand Eight Hundred and Seventy-two, at the hour of three o'clock in the afternoon.

All the Estate and Interest of the abovenamed Shreecrustna Narronjee, Bhaee Pandrang, Wilkes Hill, Esquire, Acting Official Assignee of the Estate of Wassoodew Pandrang, an insolvent, Narrayen Pandrang, Tookaram Pandrang, and Ruckmabee, widow of the late Pandrang Pootlajee, of, in, and to all that piece or parcel of land or ground, containing by admeasurement one hundred and ten and eight-ninths of a square yard or thereabouts, together with the messuage and building thereon, situate on the north side of Shaikody Lane, near Witt-lwady, without the Fort, in the sub-district of Bhooleshwur, assessed by the Collector of Land Revenue under No. 1,180, and by the Collector of Municipal Taxes under No. 50, and bounded as follows:—that is to say, on or towards the south by the house of Chinton Luximon, on or towards the south by the public road, on or towards the east by the house of Manockjee Cassiba, and on or towards the west by the house of Tribhowan Lucknadass, and which said premises were formerly and now occupied by the defendants Bhaee Pandrang, Wassoodew Pandrang, Narrayen Pandrang, Tookaram Pandrang and Ruckmabaee, widow of the late Pandrang Pootlajee.

For further particulars and conditions of sale application may be made at the Office of the said Acting Master, and at the Office of Mr. KHUNDERAO MORVEE, Solicitor for the complainant abovenamed, No. 3, Meadow Street, Fort.—Dated this 30th day of April 1872.

C. P. COOPER,
Acting Master in Equity.

IN the HIGH COURT of JUDICATURE at BOMBAY.—Ordinary Original Civil Jurisdiction.

Suit No. 330 of 1870.

MANOCKBAEE, wife of RUSTOMJEE BEHERAMJEE, Parsee, residing at No. 44, Hora Bazaar Street, within the Fort, by RUTTONJEE BICKAJEE, her next friend .....Plaintiff.

vs.

PESTONJEE HORMUSJEE PUSTAGIA, Parsee, residing at No. 21, Bazaar Gate Street, within the Fort, and the said Rustomjee Beheramjee, Parsee, residing at No. 44, Hora Bazaar Street, within the Fort .....Defendant.

Pursuant to the Decree made in the above Suit, and bearing date the Seventeenth day of August, One Thousand Eight Hundred and Seventy-one, the following IMMOVEABLE PROPERTY will be SOLD by PUBLIC AUCTION before CHARLES PHILIP COOPER, Esquire, Acting Commissioner of the High Court, at his Office in the Court House on WEDNESDAY, the twelfth day of June, One Thousand Eight Hundred and Seventy-two, at the hour of three o'clock in the afternoon.

All the estate and interest of the abovenamed Manockbaee, wife of Rustomjee Beheramjee, Pestonjee Hormusjee Pustagia, and Rustomjee Beheramjee, or any of them, in all that piece or parcel of land or ground, with the messuage, tenement or dwelling house and offices built and standing thereon with the appurtenances situated on the north side of Girgaum Back Road in the sub-district of Bhooleshwur, and containing by admeasurement five thousand eight hundred and eighty-four and one-

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

TUESDAY AFTERNOON.

SHARES firmer, and Government Paper weak.

BOMBAY BILL AND STOCK LIST.

BANKS.

No. of Shares	Nominal value of Shares	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.ct.	Agra Bank	90
32,000	1,000	all	6 p.ct.	Bank of Bengal	1,575
10,000	500	all	5 p.ct.	Do of Bombay New	765
10,000	500	100	5 p.ct.	Do 2nd Em. Issue	220
15,250	1,000	all	8 p.ct.	Do of Madras	1,300
10,000	250	all	8 p.ct.	Chartered Mercantile Bk of L. & China	270
40,000	281	all	12 pct.	Hong. & Shanghai Bank	410 ex.
40,000	250	all	Nil.	Chartered Bk. of L. & C.	165
37,000	250	125	Nil.	National Bank of India	103
10,000	250	all	12 do.	Oriental Bank	490

LAND COMPANIES.

4,000	2,000	all	Rs. 73	Colaba Land Co	1,595
5,000	150	all		Freere Land & Pier Co. Ld.	122
750	2,000	2,000	31p.s.	Mazagon Land	785
6,000	1,000	all	Nil.	Fort Canning Land Company, Limited	462½

RAILWAY COMPANIES.

.....	£20	218-3'0	p.c.	G. I. P. Railway Consolidated Stock	238
.....	£20	109-1'0	do.	Do. New £20 Shares	134
.....	£20	43-10'2	do.	Ditto	.....
.....	£100	1,000	do.	B. B. & C. I. Railway Co.	1,125
.....	£18	12-2'1	do.	Do. New Shares	225

SPINNING AND WEAVING COMPANIES.

400	2,000	1,700	150p.c.	Albert Mills Co	1,350
600	1,250	all	50p.s	Alexandra Spinning	1,200
500	2,500	all	140*	Alliance Spinning	2,435
100	5,500	all	...	Bombay	2,025
900	1,000	all	30*	Bombay United	955
1,000	150	150	25*	Branch Mills	232½
750	2,000	all	200p.c	Dhurumsey Spinning	2,400 xd.
750	2,000	all	100p.c	Great Eastern	2,000
2,500	1,000	all	140p.c	Manockji Petit's	993
900	1,000	all	Nil.	Monarjee Spinning	1,010
200	2,500	all	225*	Oriental	2,500
600	2,500	2,400	216p.c	Royal	1,975

* Per share for the half-year

PRESS COMPANIES.

150	5,000	2,500	225p.c	Akbar Cotton Press Co	2,250
200	2,000	1,100	75do.	Albert Co. Kurrachee	1,035
250	3,000	850	Nil.	Alexandra Press Co	4 0
150	12,000	11,000	200do.	Apollo Press Co	8, 00
200	2,500	all	215do.	Bombay Press Co	2,285
200	500	all	50do.	Do New	550
350	1,000	1,000	...	Broach Cotton Co	1,040
100	1,500	...	...	Carwar Company	1,100
800	1,800	all	40 *	Colaba Press Co	6,400
350	2,000	all	200 *	East India Press Co	3,100
150	3,500	all	350 *	Fort Press Co	9,400
300	2,000	1,800	30 ps	Framji Cowasji Press Co	1,110
200	1,000	all	220 ps	French Press Co	860
200	6,000	6,000	225 ps	Hydraulic Press Co	2,300
250	5,000	1,467	75 ps	Imperial Press Co	1,010
97	5,000	2,700	110 ps	Karachee Press Co	1,125
250	400	350	60 ps	Mofussil Press & G. Co	635
120	2,500	all	250 ps	Prince of Wales Press	2,400
100	...	...	...	Rainel and Punjaubhoy Cotton Press Co., Limited	850
150	2,000	all	Nil.	Tinnevelly Press Co	850
225	2,000	1,000	250 *	Victoria Press, Madras	1,120

* Per share for the half-year.

MISCELLANEOUS

.....	2,500	1,500	75 ps.	Bombay Burmah Trading Corporation	1,375
50,000	50	all	4½p.ct	Bombay Gas Company	55
300	2,000	300	21 ps.	Kurrachee Landing and Shipping Company	175
1,000	50	all	2 ps.	Mechanics B'ld'gs Co	24
2,000	500	all	40 ps.	Treacher & Co	430
3,000	250	all	6 ps.	Vicgas Patent Slip Co	55

BANKS IN LIQUIDATION.

		Date of Liquidation.		
.....	500	95	Jan. '66	Bank of Bombay	8
.....	95	19½	Do.	China	1
.....	250	2	Mar. '66	Central Bank	1
.....	...	...	...	East India Bank	1
.....	200	15	Feb. '67	Indian Peninsula	1
.....	200	70½	May '67	Royal Bank	2

EXCHANGE.

On	Terms.	Rate.
London	At sight	1s. 10⅞d.
London Banks	6 months' sight	1s. 10⅝d. to 1/11⅛d.
Do. Credits	6 Do. do.	1s. 11⅛d.
Do. Documents	6 Do. do.	1s. 11 7/16d.
Calcutta	At sight	100 2/16 to ¼d.
Do.	30 days' sight	100
Do.	60 Do. do.	99 13/16
Madras	At sight	100
Do.	30 days' sight	99½
China	60 Do. do.	229

PRICES OF BULLION, &c.

Sovereigns, each	Rs. 10-9 to 10-9-6
Bank of England Notes	10-12
Carolus	220
Mexican Dollars	222
Five- Franc Pieces	214½
Bar Silver	106½ to 106¾
Gold Leaf	16-13
Bar Gold 10 oz. English 100 touch	16-13
Australian Gold 100 touch	16-12
Government Securities	5 per cent.
Mercantile Bills	6 ,,

GOVERNMENT SECURITIES.

Five-and-a-half per cent	...112½
New Transfer Loan of Four & half per cent. of 1872	...104½
Four per cent	...101½
Four & half per cent. (Public Works Loan)	...105½
Five per cent Debenture Loan, 1896-97	...103½
15 years' Debenture Loans	...106½
10 years' do. do.	...105
5 years' do. do.	...101
Six per cent Municipal Loan House Rate	...112
Do. Do. Market Rate	...112
New French Loan 5 per cent (2 f. 50 c.) of 1871	... 90 to 90½
New French Loan (fully paid-up)	... 90 to 90½
Paris Municipal Loan (Debenture Rs 117) per Bond.	87

SHIPPING.

DAILY FREIGHT REPORT.—4TH JUNE.

London	Cotton, Cases, Seeds	No ship.
Liverpool	Iron Ships Cotton	£2 5s. 0d. to £2 7s. 6d.
	Wooden Ships	£2 5s. 0d.
	Myrabolms & Cdr bdls	£2 0s. 0d.
	Seeds	£1 0s. 0d.
Havre	Cotton, Coffee	No ship
Overland...Steamers		£2 10s. 0d.
Liverpool via Suez Canal		£2 5s. 0d. to £2 7s. 6d.
China	Steamer Cotton	Rs. 7 to 8 per bale.
	Opium	Rs. 25 to 30 per chest.
	Sailing Ships	Rs. 4 per bale nominal
Calcutta ...Salt		Rs. 4 8 0 per ton
Calcutta to Bombay		Rs. 17 and Calcutta Port charges
Mauritius		Nothing doing.

ARRIVAL.

June	Vessel.	Commander.	From
4	Travancore (s)	Eastley	Hongkong, May 11.

DEPARTURES.

June	Vessel.	Commander.	Destination.
4	Quorn	Murphy	Rangoon.
	City of Nankin	Muir	Bassein.
	City of Tanjore	Leslie	Rangoon.
	Cromwell	Robison	Boston.
	Oscar (s)	Higgins	Bremerhaven.

The ship Timorshah, Winter, to Calcutta, obtained her port clearance yesterday.

The steamer Khedive, to Aden and Suez, was entered out for loading yesterday.

DAILY IMPORTS.—4TH JUNE.

FROM LONDON.

Yeddo (s), 25 bags sulphate of copper, Monjee Goodoo; 5 cases oilmanstores, Gordon and Stuart; 5 cases champagne, and 14 packages medicine, King, King and Co.; 260 casks beer, Jamsetjee Rustomjee and Sons; 130 cases beer, Hormusjee Pestonjee and Sons.

Rydee, 18 cases champagne, Cutler, Palmer and Co.

Kingdom of Life, 13 cases champagne, Cutler, Palmer and Co.

Jumna, 21 cases champagne, Cutler, Palmer and Co.

Ballo (s), 10 cases champagne, and 10 cases whiskey, Cutler, Palmer and Co.

Orlando (s), 24 cases brandy, Cutler, Palmer and Co.

Mara, 10 cases mosselle, Cutler, Palmer and Co.

Petersburg (s), 94 cases brandy, Jamsetjee Nowrojee.

Oscar (s), 20 casks beer, 10 cases brandy, A. A. Fernandes.

British Consul, 15 cases claret, Heyne and Co.

Palermo (s), 10 cases brandy, Boun ville and Sibille.

Teviotdale, 50 casks beer, Sorabjee Rustomjee; 32 casks beer, Bomanjee Dadabhoy and Co.

FROM TRIESTE.

Sphinx (s), 49 cases paper, Nowrojee Ardaseer and Sons.

FROM BORDEAUX.

Persia (s), 5 cases brandy, Bouneville and Sibille.

India (s), 10 cases sherry, Bouneville and Sibille; 25 cases brandy, Jehangeer Framjee.

DAILY EXPORTS.—4TH JUNE.

FOR LIVERPOOL.

Ashgrove, 250 bales cotton, Dyall Todiceedass.

Daniel Rankin, 500 bales cotton, Ralli Brothers; 250 bales cotton, Leggatt & Co.

Oriflamme, 105 bales coir yarn, Pestonjee Eduljee; 250 bales cotton, Peel, Cassels & Co.; 36 bales cotton, H. Bomanjee, Touche, & Co.; 1 bag betelnuts, Eduljee Nusserwanjee.

Celestial Empire, 250 bales cotton, Ralli Brothers; 100 bales cotton, Killick, Nixon & Co.

Stornoway, 1,000 bundles galls, Mooljee Jewraz; 175 bales cotton, E. L. King & Co.; 100 bales cotton, Killick Nixon & Co.; 500 bales cotton, Grandon, Tippet & Co.

Scandesia (s), 112 bales cotton, Lilladhur Bandass; 105 bales cotton, C. Macdonald and Co.; 39 bales wool, Dewjee Govindjee

Yeddo (s), 6 bales skins, Jacob Sawoo & Co.; 36 bales cotton, Runchordass Motichund; 6 bales cotton, R. B. Hobbs & Co.; 43 bales cotton, Oodhowjee Gugah; 100 bales wool, Damoder Mathooradass; 250 bales cotton, Lalljee Inderjee; 50 bales wool, Veerjee Hunsraj; 98 bales cotton, Veejheeoan Lalloobhoy; 50 bales cotton, Greaves Cotton & Co.; 330 bales cotton, Peel, Cassels & Co.; 250 bales cotton, W. & A. Graham & Co.; 500 bundles myrabollams; Nusserwanjee Dewjee.

Orissa (s), 30 bales wool, D. G. Hussen & Co.; 25 bales cotton, W. Bomanjee, Touche, & Co.; 50 bales wool, Nusserwanjee Manockjee & Co.

Khedive (s), 545 bales cotton, & 2,000 bags myrabollams, Ralli Brothers; 50 bales wool, Dayal Ruttonsee; 100 bales jute, Dyal Bhowan; 400 bales cotton, C. A. Dickinson, 132 bales cotton, Hoarschund Nandram; 300 bales cotton, Finlay, Scott & Co.; 300 bales cotton, H. Bomanjee, Touche & Co.; 140 bales wool, Narsee Khatow; 100 bales cotton, Mooljeebhoy Jewraz; 260 bales cotton, Stearns, Hobart & Co.; 225 bales hemp, G. Dewjee.

Sir Charles Napier, 100 bales cotton, Greaves, Cotton and Co.; 200 bales hemp, W. Nicol and Co.

FOR LONDON.

Khedive (s), 88 bales hides, H. J. N. Momel; 180 bundles hides, Jairazbhoy Peerbhoy; 1000 bags gall, Mooljee Jewraz; 15 cases lac, Behrend Brothers; 110 bundles hides, Rehembhoy Mahomed.

Orissa (s), 15 bundles hides, Ruzubally Alimuza; 139 bags coffee, Chatterbhooz Pitamber; 37 bundles hides, Dewjeebhoy Mohmed; 3 bundles E. forth, K. Hemjee.

FOR ODESSA.

Sphinx (s), 272 bales cotton, W. Nicol and Co.

FOR HAVRE.

Orissa (s), 100 bales cotton, S. Tyebjee and Co.

FOR SUEZ.

Orissa (s), 3 cases indigo, Mahomedally Tyebally.

Sphinx (s), 4 cases silk, Behrend Brothers.

FOR HONGKONG.

Emeu (s), 51 bundles sharkfins and fishmaws, Currimbhoy Versey; 46 packages olibanum, and 11 packages bysabole, Amersey Chanda; 6 bales cotton, Eduljee Nusserwanjee; 153 casks shellarac, Ebram Neordin and Co.; 100 cases broken glass, C. Ebram.

SALES AND PURCHASES.

The sales undermentioned are reported to have been made by European firms yesterday:—

PIECE GOODS.

				Rs. A. P.
1,000	pieces	Grey Shirtings	40 inch 39 yds. 7 lbs.	4 14 6
1,000	,,	,, ,,	40 ,, 39 ,, 8½ lbs.	5 10 0
600	,,	,, ,,	40 ,, 39 ,, 4½ lbs.	3 6 6
500	,,	,, ,,	40 ,, 39 ,, 8½ lbs.	5 13 6
2,500	,,	,, ,,	40 ,, 39 ,, 8½ lbs.	5 13 6
1,000	,,	,, ,,	40 ,, 39 ,, 6 lbs.	4 8 0
500	,,	,, ,,	45 ,, 39 ,, 8 lbs.	5 13 0
1,200	,,	Madapollams	32 ,, 24 ,, 3 lbs.	2 4 0
1,500	,,	,, ,,	32 ,, 24 ,, 3 lbs.	2 4 0
1,000	,,	,, ,,	50 ,, 24 ,, 5½ lbs.	3 12 0

COTTON.

25	candies	New Dhollers,	ready	Rs. 256
25	,,	,, Do.	ready	,, 260
50	,,	,, Do.	ready	,, 258-61
50	,,	,, Do.	ready	,, 258-61
25	,,	Bhownuggur,	ready	,, 264
25	,,	Bhorie	ready	,, 237
25	,,	,, Do.	ready	,, 239
75	,,	,, Jodia	ready	,, 245-50
50	,,	,, Falzpore	ready	,, 268-70

YARNS.

10,500	lbs.	Water No. 30	...	As. 13
4,500	,,	,, ,, 30	...	,, 12½
4,800	,,	,, ,, 30	...	,, 12½
6,000	,,	Mock Water 33	...	,, 12½

BOMBAY GOVERNMENT TELEGRAPH OFFICE.—4TH JUNE, 8 P.M.

Latest dates from United Kingdom.

Via Red Sea, 4th June, 1-3 P.M., Greenwich time. Time in transit, 1 hour 31 minutes.

Latest dates from Continent of Europe.

Via Turkey, 3rd June, 5 P.M., Greenwich time. Time in transit, 5 hours 6 minutes.

Via Red Sea, 4th June, 1-10 P.M., Greenwich time. Time in transit, 1 hour 5 minutes.

Latest dates from China.

Via Singapore, 4th June, 10-51 A.M. Time in transit, 3 hours 33 minutes.

The time occupied in the transmission of messages to Bombay from 8 P.M. of the 3rd to 8 P.M. of the 4th June is as follows:—

To Bombay.	Max.	Min.
From Calcutta	10 4	0 18
,, Galle	8 5	4 40
,, Kurrachee	1 26	0 6
,, Madras	6 54	0 20

TELEGRAPH LINE REPORTS.

KURRACHEE, 4th June, 9 P.M.—Latest dates from United Kingdom via Russia, 4th June, 5-40 P.M.; via Turkey, one, no date or time. Latest dates from Continent of Europe, via Russia, 3rd June, 4 P.M.; via Turkey, 3rd June, 5 P.M. Cable right to Fao Turkish line right to Pera; Persian line right to London.

WEATHER REPORTS.

CANNANORE, 4th June, 9-30 A.M.—Weather clear, wind north-west, thermometer 84, barometer 29·960.

CARWAR, 4th June, 10-10 A.M.—Weather fine, wind light air, thermometer 86, barometer 29·97.

TUTICORIN, 4th June, 11 A.M.—Weather fine, wind south-east, thermometer 92, barometer 29·745.

VINGORLA, 4th June, 11 A.M.—Weather overcast, wind west, thermometer 84.

MILITARY.

ARRIVALS.—JUNE 4.

Hewett, Lieutenant-Colonel, 14th Regiment, on leave, from Kolapore.

Hay, Lieutenant, Poona Horse, on leave, from Seroor.

Barrow, Colonel, 4th Rifles, on leave, from Baroda.

Wilson, Lieutenant, 29th Regiment, on sick leave, from Ahmedabad.

Corse Scott, Lieutenant, 37th B. N. I., on leave, from Bhaugulpore.

DEPARTURE.—JUNE 4.

Hojel, Surgeon, Medical Department, on leave, to Matheran.

PUNJAB ORDERS.

(*Punjab Gazette*, May 30.)

HOME DEPARTMENT.

Surg. A. Cookson is appointed Ag. Civil Surg. of Kurnool, vice Asst. Surg. C. W. Calthrop, officiating as Professor of Anatomy and Materia Medica in the Lahore Medical School.

Asst. Surg. F. M. Mackenzie is appointed Ag. Civil Surg. of Umritsur, vice Surg. A. Taylor, acting as Civil Surg. of Delhi.

The Hon. the Lt.-Govr. is pleased to make the following promotions with effect from 30th April 1872, vice Mr. P. H. Egerton, resigned the service:—

Col. S. F. Graham Dy. Commr. 1st class, to be Commr. and Supt.

Major E. H. Paske, Dy. Commr. 2nd class to be Dy. Commr. 1st class.

Lt.-Col. C. H. Hall, Dy. Commr. 3rd class, to be Dy. Commr. 2nd class.

Lt.-Col. R. J. D. Ferris, Asst. Commr. 1st class, to be Dy Commr. 3rd class.

Capt. F. D. Harington, Asst. Commr. 2nd class, to be Asst. Commr. 1st class.

Mr. T. Roberts, Asst. Commr. 3rd class, to be Asst. Commr. 2nd class.

The Hon. the Lt.-Govr. is pleased to make the following promotions, vice Mr. J. Nasmyth, who has vacated his appointment as Commr. and Supt. in the Punjab:—

Mr. D. C. Macnabb, Dy. Commr. 2nd class, to be Commr. and Supt.

Major C. A. McMahon, Dy. Commr. 3rd class, to be Dy. Commr. 2nd class.

Mr. J. G. Cordery, C.S., is appointed a Dy. Commr. of the 3rd class, but will continue to officiate as Director of Public Instruction.

The Hon. the Lt.-Govr. is pleased to make the following promotions, vice Lt.-Col. W. Paske, who has vacated his appointment of Asst. Commr. of the 1st class in the Punjab:—

Mr. J. D. Tremlett, Asst. Commr. 2nd class, to be an Asst. Commr. 1st class.

Mr. G. M. Ogilvie, Asst. Commr. 3rd class, to be an Asst. Commr. 2nd class.

Mr. G. Smyth, Asst. Commr. 3rd class, is promoted to be an Asst. Commr. 2nd class, vice Mr. L. Cowan, dismissed the service.

Lt. M. S. Saunders, 20th Hussars, officiated as Cant. Mag. of Umballa from the 21st March to the forenoon of the 9th of May 1872.

Lt.-Col. C. H. Hall, Dy. Commr., Umritsur, is appointed to officiate as Commr. and Supt. of the Mooltan Division during the absence on leave of Col. S. F. Graham.

Mr. T. W. Smyth, Offg. Dy. Commr., Montgomery, is appointed to officiate as Dy. Commr., Umritsur, vice Lt.-Col. C. H. Hall.

Mr. A. R. Bulman, Asst. Commr., Gujrat, is appointed to officiate as Dy. Commr., Montgomery, vice Mr. T. W. Smyth.

MILITARY DEPARTMENT.

Asst. Surg. G. McBride Davis, 6th Punjab Inf., is granted leave of absence, on medical certificate, for six months, from the 1st May 1872, to visit Cashmere.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail closes.	After-packet.
United Kingdom	June 7	3-30 P.M.	4-30 P.M.
Kurrachee	,, 7	11 A.M.	12 A.M.
Persian Gulf via Kurrachee	,, 14	11 A.M.	12 A.M.
China	,, 17	3 P.M.	No after-packet.
Australia	,, 29	3 P.M.	
Mauritius, Reunion, &c.	,, 7	3-30 P.M.	4-30 P.M.

OVERLAND MAIL.

The Overland Mail Steamers of the P. and O. S. N. Company leave Bombay every Friday at 5 P.M.

The following revised arrangements in the hours for closing Mails will come into operation from the 31st idem:—

Letters will be received at the General Post Office up to 3-30 P.M.

Newspapers, Books, and Patterns, up to 1-30 P.M.

Registered Letters up to 1 P.M.

Late letters, if fully prepaid by means of stamps in respect both of postage and of late letter fee (4 Annas each), will be received at the Pier Post Office from 3-30 to 4-30 P.M.

The latest hour for posting Overland covers at the several Branch Post Offices will be 1 P.M.

The subjoined Table shows the dates of departure of Overland Mail Steamers from Bombay during the year 1872. The hour of the steamer's departure is 5 P.M.:—

Friday	June 7	Friday	Sept.	20
,,	,, 14	Monday	,,	30
,,	,, 21	,,	Oct.	7
,,	,, 28	,,	,,	14
,,	July 5	,,	,,	21
,,	,, 12	,,	,,	28
,,	,, 19	,,	Nov.	4
,,	,, 26	,,	,,	11
,,	Aug. 2	,,	,,	18
,,	,, 9	,,	,,	25
,,	,, 16	,,	Dec.	2
,,	,, 23	,,	,,	9
,,	Aug. 30	,,	,,	16
,,	Sept. 6	,,	,,	23
,,	,, 13	,,	,,	30

POSTAGE BY THE BRINDISI ROUTE.

The Postage rates chargeable on Correspondence forwarded "via Brindisi," to the United Kingdom, or places served through the United Kingdom, are as follows:—

For the United Kingdom.

Each Letter per ½ ounce—annas 8.

Each Newspaper per 4 ounces—annas 2.

Each Book or Pattern Packet not exceeding one ounce—1 anna and 4 pie; not exceeding 2 ounces—annas 2, 8 pies; not exceeding 4 ounces—annas 4, 3 pies; every additional 4 ounces—annas 4 8 pies.

The full prepayment of Correspondence forwarded via Brindisi is optional, and all covers not fully prepaid will, unless specially marked by the senders for transmission by any other route and conformin to its conditions, be forwarded via Southampton.

CHINA AND AUSTRALIAN MAILS.

The subjoined Table shows the dates of departure of China and Australian Mail Steamers from Bombay during the year 1872:—

CHINA MAILS LEAVE BOMBAY ON

	At 3 P.M.		At 3 P.M.
Monday	June 17	Tuesday	Oct. 8
,,	,, July 1	,,	,, 22
,,	,, 15	,,	Nov. 5
,,	,, 29	,,	,, 19
,,	Aug. 12	,,	Dec. 3
,,	,, 26	,,	,, 17
,,	Sept. 9	,,	,, 31
,,	,, 23	,,	1872. Jan. 14

AUSTRALIAN MAILS LEAVE BOMBAY ON

	At 3 P.M.		At 3 P.M.
Saturday	June 29	Saturday	Sept. 21
,,	July 27	,,	Oct. 19
,,	Aug. 24	,,	Nov. 16
		,,	Dec. 14

THE "BOMBAY GAZETTE."

THE following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers:—

Subscription for One Year (*Post Free*)	Rs.	42	0 0
Half Year	*ditto*	24	0 0
Three Months	*ditto*	14	0 0
One Month	*ditto*	5	0 0
One Week	*ditto*	1	8 0

The above rates are for subscriptions paid *in advance*.

"BOMBAY GAZETTE" OVERLAND SUMMARY.

THE shape of the *Bombay Gazette Overland Summary* is now similar to that of the *Pall Mall Budget*. Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the Official *Gazettes*; specially-written Money and Commercial Market and Freight Reports; Leading Articles on the principal topics of discussion in India; and all the Local and General Intelligence of the Week.

The Edition for Indian Subscribers also contains the Telegrams received from Europe during the Week.

A specimen copy will be sent on receipt of address.

Subscription for One Year, *Post Free in India*, Rs. 12.

Postage to England, Rs. 6-8 per annum.

BOMBAY PRICE CURRENT.

THE *Bombay Price Current* is published Weekly at the *Bombay Gazette* Office, on the Departure of the Overland Mail for Europe.

Per Annum	Rs.	10	0 0
Per Copy	,,	0	4 0

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

BIRTHS.

FUELLING—June 3rd, at his residence, Parel, the wife of Mr. Ernest Fuelling, of the Bombay and Baroda Railway Company, of a daughter.

SPOONER—June 4th, at Fort George, Mrs. William Spooner, of a son.

OTHER PRESIDENCIES.

BIRTHS.

RICHMOND—May 26th, at Fyzabad, Oudh, the wife of Surgeon A. F. Richmond, 38th Regiment Bengal Cavalry, of a son.

ROSS—May 27th, at Hawkesfield, Madras, the wife of George Hope Ross, of a son.

DEATHS.

BIRCH—May 15th, at Barrackpore, William Henry, the beloved son of Edward and Caroline Birch, aged 5½ months.

RICHARDSON—May 22nd, at Meean Meer, Mary Katherine Jane, infant daughter of R. and K. C. Richardson, aged 5 months and 1 day.

The Bombay Gazette.

WEDNESDAY, JUNE 5, 1872.

ALTHOUGH the broad lines of the policy to be observed in the relations of the English Government with the native Princes of India were definitely laid down in the Queen's Proclamation of November 1858, the chief fruit of which was the recognition of the right of adoption as a privilege of reigning houses, still, so long as there are native States in existence, numberless occasions are sure to arise on which the Paramount Power must be puzzled to decide what it ought to do to assure its own safety or prevent the misgovernment of the people by princes whose sovereign authority it has guaranteed. The doctrine, that the Government of India has no right whatever to dictate to or interfere with the so-called independent princes who have the power of life and death within their own dominions, can only, as it seems to us, be upheld by politicians who think it a good thing to maintain in India a few wretchedly governed native States in order to enable the people to appreciate more keenly the merits of our own administration. In undertaking to guarantee the thrones while we disarm the subjects of native princes, we have in honour bound ourselves to see that the helpless population are not made the victims of outrageous tyranny; and we run the risk of having our own name branded with infamy if our representatives at native courts are content to look on while the most shameful deeds are committed, and to say they can do nothing, because it is "the custom of the country." We are not here as an Imperial Power to perpetuate barbarous customs but to reform them; and the *Pax Britanica* Mr. Grant Duff talks of is a more cruelly ironical phrase than the epigram of Tacitus—*solitudinem faciunt, pacem appellant*—if it mean nothing more for millions of natives of this country than that the might of England is used to repress popular disorders in the States of princes who are unfit to rule. Perhaps the best solution of the difficulty of combining a certain respect for the privileges of the prince with a proper regard for the rights of the people is at present to be found in the appointment of ministers of the stamp of Salar Jung, who try to govern their masters' territories in accordance with English ideas of justice. But even with Sir Salar Jung a controversy has lately arisen which shows how precarious our alliances with native princes must always be. The Nizam's Minister has, we believe, taken offence at the declaration of the Government of India that it will not permit the free employment of Europeans in the Nizam's service. It appears hard that such a prohibition should be put in force when the affairs of Hyderabad are under the management of a Minister so friendly to us as Sir Salar Jung; but the obvious danger of letting adventurers from various European countries find openings in India for gratifying their ambition or hatred of England cannot be overlooked. To guard with sleepless vigilance the security of the Empire is the first duty of the Government of India; and, where there is so much latent disaffection as in Hyderabad, it is impossible to be too careful.

Another experiment, of which it is still impossible to predict what will be the results, is now in progress in Mysore and Kolhapoor. In these native States the administration, during the minority of princes who have been recognized as successors to the late Rajahs, is placed in the hands of British officers; and the princes themselves are now receiving an English education by means of which it is hoped they may be trained to govern their territories hereafter in the spirit of civilized rulers and true friends of the British Raj. It is a matter for great regret that the lamented death of the late Rajah of Kolhapoor, just when he had attained an age at which he might have turned to account the results of his training under Captain West, has put off for some years the satisfaction of ascertaining whether or not this novel essay in the art of blending together the English and Asiatic elements in the administration of India will be successful. From the elegant little volume which Captain West has edited, and which forms a graceful memorial of the ill-fated young Rajah,* it may be gathered that this Prince was singularly fitted by nature to be an Indian Telemachus. "His personal character was a most amiable one," and, though he "did not possess much force of character," he was "very amenable to good advice, and always was most anxious to earn the good opinion of the British Government." There must, at the same time, have been a good deal of quiet resolution in him, or he would never have maintained his determination to visit England in face of the vehement opposition which his wish to cross the seas excited among the members of his own household. It is plain that a trip to England must be a necessary part of the education of a native prince whom it is desired to Anglicize; and, short as was the time the Rajah spent in England, he turned every day to good account in seeing whatever was worth seeing at home and getting clear and strong impressions of the good points of English society. Captain West tells us, in his Introduction to the Diary—and we may say here that he has done his share of the work of preparing the Diary for publication with modesty and good taste, as well as with literary skill—"that the Rajah had a decided taste for the "society of Europeans," and used to go to the band-stand at Kolhapoor, or to evening parties, to chat with the ladies and gentlemen of the station. He "even had himself taught quadrilles, which he used to go through with great attention and exactness. This constant "association with Europeans gave him considerable fluency in English, and grafted the "manners of the English gentleman on those of "the native prince." It is not a little curious, therefore, when we consider on what friendly terms he had been with the English society of Kolhapoor, that one of the few pieces of quite unconventional criticism which we find in his Diary consists of the following remarks on the manners of Her Majesty's Ministers:—"I was quite astonished to see the "simple and unpretending ways of talking "of the Ministers—especially of Mr. Gladstone. They are very gentle in conversation. "They have not got the pride of the Indian "officers, though they are the leading men of the "English Empire. I like them very much." These reflections came from the heart, and we commend them to whom they may concern. Another thing that took the Rajah's fancy, next to the courtesy with which the English people treated him, was the dress of the Highland regiments. He speaks of the pleasure he took in the kilt more than once. "I like the "dress and bagpipes very much. I think that "dress is more soldier-like than anything else." He was also delighted with the operas and especially (which shows his good taste) with Patti—"a very beautiful small creature who "has got a remarkably good voice." Had the Rajah lived, he would probably have had one or two kilted regiments and an opera company to enliven Kolhapoor before this time.

The Rajah "felt leaving England;" and one is not surprised at the warmth of the reception he met with at home, for his modest yet manly disposition and natural courtesy of manner distinguished him favourably from the crowd of Oriental visitors who now-a-days flock to London—from the princes with grievances, the fast Parsees who infest casinos and music-halls and buy knowledge of the world at a ruinous cost, and the reforming bores who are the oracles of tea parties and Exeter Hall platforms. The Rajah did not give his whole time to theatres and reviews; he thought of more serious things during his travels, and he was on his way back fully resolved to imitate in his own dominions what was best in English institutions when death seized him at Florence, and his body was burnt on the banks of the Arno. "He "had always," writes Captain West, "had "liberal and enlightened ideas on the subject of "the emancipation of the female sex from the "bondage it labours under in India, but he held "those ideas far more practically and with far "greater vigour after his visit to England. "One of his last acts in that country "was to make arrangements for engaging a lady "to come out for the purpose of training and "educating the ladies of his family. The effect "on the Rajah's mind of his visit to Europe may "be summed up thus—he became more "attached to the English and more alive "to their good qualities. Without losing "a particle of affection for his own "country and people, he saw more clearly what "was lacking in them, and determined, so far as "in him lay, to labour for the improvement of "both. It may be added that he enjoyed his "visit so much that he fully determined to repeat it." The loss of so well disposed and enlightened a prince is a national misfortune; and we can but express a hope that in his new pupil Captain West may find a prince as anxious as his predecessor to act up to the spirit of the words in which Sir Bartle Frere, in his durbar speech at Poona in 1866, summed up the duties and privileges not only of the Rajah of Kolhapoor, but of all feudatories of the Empress of India:—

"There was a time when your predecessors could exercise any amount of oppression over their subjects, and no power in India could call them to account. Such licence of oppression exists no longer. But there is nothing which a good Rajah of Kolhapoor could ever have done which you may not do now; and, if the Rajah's power to do evil has been limited, his power to do good and his responsibility for the exercise of that power have been immensely increased. I know but of two conditions to the enjoyment of this power—they are fidelity to the British Crown, and the obligation to govern your subjects well."

* Diary of the Rajah of Kolhapoor. London: Smith, Elder.

NOTES OF THE DAY.

OUR rejoicings over what we took to be the close of the Alabama dispute were premature. The Americans, after all, have not had the magnanimity to do what was fair towards England, that is, withdraw the indirect claims absolutely. The utmost they have consented to do is to accept a Supplementary Article to the Treaty of Washington, which, in the opinion of the English Law Officers, securely binds General Grant's Government not to prosecute the indirect claims. These claims, however, will not be struck out of the American Case, but will still be laid before the Arbit

of 30 miles per hour was obtained: everything was very satisfactory. The Tokei Maru has been lost; all on board saved. There is but little political news of interest. It is stated that the Japanese Government refuses to ratify the treaty with China unless it be modified.

CHINA.

Tea picking has begun in the Peiling (Foochow) districts. The emperor's marriage is to take place on the 16th Oct. Rinderpest has reappeared at Shanghai. Rumours are afloat that Mr. J. McL. Brown will leave the Consular service and accept a commissionership of Customs. The cotton piece goods market at Tientsing is lively. The repairs of the Yungting (Chili) embankment have cost Tls. 295,000. The Shanghai Spring Races took place on the 29th ult., and three following days. A new Chinese newspaper has appeared at Shanghai. The wreck of the British barque Polar Star, lost near Tamsui, has been sold for dls. 4,000. The Yangtze-poo rioters have been severely punished. Transit passes have been largely availed of at Chinkeang. Much distress exists in the Szechuan province owing to the failure of the crops. Robbery is rife at Canton. Hainan will shortly be opened to trade by the Inspector General of Customs.

HONGKONG.

The Messageries mail steamer Ava was arrested by the Sheriff on the 4th, but released next day when she left with the mails; a protest has been made by the Agent. The Ava Rona collision case will be heard on Wednesday the 15th inst. Much interest is excited by a libel case between two prominent opium merchants. At a recent meeting of brokers it was unanimously agreed to adhere to the old rates of commission and brokerage in place of those fixed by the Chamber of Commerce. The two Portuguese clubs are to be amalgamated. M. Geoffroy, French Minister to Peking arrived here on the 9th instant. Complaints are made that coolie ships leave Macao without doctors on board. The rainy season has fairly set in. Arrangements are being carried out to ensure that China shall be adequately represented at the Vienna Exhibition of 1873. An Indian Baboo is on a visit to this Colony. A reward is offered by Government for information leading to apprehension of persons who cut the sub-marine cable. "Hongkong cigars" are the latest tobacco swindle. The Captain of the Hailoong, recently stranded, has been acquitted of blame. A meeting has been held to promote the construction of a new swimming bath and boat-house. Sir Arthur Kennedy has received the principal Chinese and assured them of his wish to legislate in the best interests of all residing in the Colony The steamer Douglas was totally lost on the 29th ulto., on the Dioyu reef. All hands, cargo, and treasure saved. A meeting of the Chamber of Commerce took place on the 30th ulto., when a new scale of brokerages and commissions was adopted by the Chamber. The Indo-Chinese Sugar Company held their ordinary yearly meeting on the 7th. The future prospects of the Company seem good.

BOMBAY.

SMALL CAUSES COURT.—The vacation of the Smal Causes Court terminated yesterday. The Court re-opens to-day.

POLICE FINES.—During last month nearly Rs. 3,000 were received in the several police courts in the shape of fines and fees.

EDUCATIONAL.—Dr. Bühler, Educational Inspector, Northern Division, who is now at Bulsar, is expected at Surat on or about the 10th inst.

CUTCH.—A native paper hears that H. H. the Rao of Cutch has applied to Government to concede to him the superintendence and control over his Bhyads.

THE CHIEF OF JATH ARRIVES KUTCH.—It is stated that Captain West has been appointed to inquire into the complaints preferred against the Chief of Jath by his ryots.

EUROPEAN VAGRANTS.—We understand that another batch of European vagrants is being sent from the Government workhouse to England by the steam ship Neera.

A NEW KARBHARRE TO THE RAO OF CUTCH.—A vakeel of the District Court of Surat, Mr. Manecklal Narotumdass, has been appointed a karbharee to the Rao of Cutch.

THE FORT READING ROOM AND LIBRARY.—The annual general meeting of the members of the Fort Reading Room and Library will be held to-morrow evening in the library premises.

FALL OF A HOUSE.—On Monday a portion of a four-storied house, situated in Coomartookra Street, and belonging to one Bhanjee Bhimjee, fell in, but fortunately nobody was hurt.

HORSE ACCIDENT.—Yesterday morning Mr. Cartwright, of the Bombay Bank, was thrown from his horse in Rotten Row. He is said to have received injuries about the head.

INQUEST.—An inquest was held on Monday at Dongree Coolie Street on view of the body of one Abdool Sadur. The jury returned a verdict that the man's death was caused by accidental drowning in a tank.

THEFT.—At the Fort Police Court, yesterday, the Senior Magistrate sentenced a man named Sudroodeen Sumsheer to three weeks' imprisonment, on a charge of stealing a turban and coat belonging to one Sowlia Amita.

STRIPES.—At the Girgaum Police Court, yesterday, a Mussulman named Mahomed Hoosein, a suspicious character, was sentenced by Mr. Woodward to receive twenty stripes for stealing three dhoturs belonging to a Hindoo named Balkrishna Gunnesh.

THE POOR BOX.—The Fort Police Court poor-box is nearly empty, about Rs. 400 having been distributed among the deserving poor during the last two months. As the demands upon this charity are very pressing just now, contributions will be thankfully received.

VAGRANCY ACT.—Charles Coutu and John Davidson, European vagrants, were yesterday charged before Mr. Woodward, Acting Second Magistrate, with being vagrants, and wandering about without any visible means of subsistence. They were ordered to be sent to the Government work-house attached to the House of Correction.

A REFRACTORY SEAMAN.—Charles Newman, a seaman of the ship Koina, was charged before the Senior Magistrate yesterday with wilful disobedience of lawful commands in the refusal of duty, and also with having absented himself without leave from the ship. He pleaded guilty, and was sentenced to two weeks' rigorous imprisonment.

FALSE PRETENCES.—William Williams *alias* William Greaves, late an engine-driver in the G. I. P. Railway Company, was charged before Mr. Woodward yesterday with having obtained by false pretences ten rupees from Mr. Thomas Sayers, proprietor of the Auckland Hotel. On the defendant refunding the money to the complainant, the latter withdrew the charge.

VICTORIA THEATRICAL COMPANY.—It will be seen from a notice in our advertising columns that the members of the Victoria Theatrical Company reproduce to-night, at their own theatre, the popular Hindustani play entitled "Khoorshed, worth her weight in Gold," to be followed by a novel exhibition of flying and singing fairies. This, we are assured, will be the last performance of "Khoorshed;" and those who have not seen it will do well to avail themselves of the opportunity.

MR. AND MRS. BENNER AND THE BOMBAY DRAMATIC SOCIETY.—We suppose we need scarcely remind our readers that Mr. and Mrs. Bennee, with our well-known local dramatic assistants, will appear to-night in the pieces we previously mentioned; but it may be as well to hint to those who are wavering about visiting Grant Road Theatre, where doubtless a charming evening will be spent, that the tickets are going off very rapidly. On Saturday evening Mr. Bennee and his wife will appear in the piece they did so well a short time ago, "The Lady of Lyons."

SERIOUS ACCIDENTS ON BOARD SHIP.—Yesterday morning while a lascar belonging to the steam ship Patna, now in the old P. and O. Dock at Mazagon, was painting the side of the ship, the ropes which suspended the staging gave way, precipitating him into the dry dock. He was severely injured, and was removed to the Jamsetjee Hospital, where he now lies in a precarious state. Shortly afterwards another accident of a similar nature occurred on board the same ship. Two men who were also engaged in painting were thrown into the dock, but fortunately they were not much hurt. They were taken home by their friends.

THE SUSPICIOUS DEATH OF BHOW SCINDIA.—The *Bombay Summachar*, in referring to the contradiction of the report that Bhow Scindhia and Moonshee Abeeb Boola were murdered in the prison at Baroda, observes that the British Government ought not to be dissuaded from instituting an inquiry into the affairs. Abeeb Boola, says the *Summachar*, may be living, but that does not prove that Bhow did not meet with foul play. For all that is known to the contrary, the false rumour about the Moonshee's death may have been spread by some one of the Gaekwar's party in order that the contradiction might put the public off the scent of Bhow's death.

SHIPPING ITEMS.

THE SHIP EVENING STAR, from Rangoon to Bombay, has put back leaky, and must discharge part cargo.

THE SHIP ZELICA, which left Bombay a month ago, arrived at Rangoon on May 17th, partially dismasted.

THE STEAMER SURREY, Captain Reid, left Carwar yesterday with 5,416 bales for Liverpool via the Canal.

THE S.S. OSCAR, 824 tons, Captain B. H. Higgins, sailed yesterday for Bremerhaven, via the Suez Canal, with a cargo of 6,050 bales cotton.

THE P. AND O. CO.'S S.S. TRAVANCORE, 1,900 tons, Captain C. H. Eastley, arrived yesterday from Hongkong (May 11th) with a general cargo, and the following passengers:—From Shanghai—Mr. Framjee Nusserwanjee. From Hongkong—Mr. H. D. Steuart. From Penang—Mr. C. Anstey. From Galle—One native.

STATE OF THE TIDE AT BOMBAY.

HIGH WATER.			JUNE.	LOW WATER.	
Time.	Height.			Time.	Height.
H. M.	FT. IN.			H. M.	FT. IN.
11 18 m	5 11	Wednesday ... 5		4 35 m	6 10
10 51 a	3 10			5 13 a	2 11
11 44 m	6 2	Thursday 6		5 11 m	7 0
11 26 a	3 7			5 53 a	2 9
0 27 m	6 0	Friday 7		5 43 m	6 11
11 50 a	3 4			6 27 a	2 8
1 4 m	5 10	Saturday..... 8		6 16 m	6 7
.....	.....			7 3 a	2 5
0 32 m	5 0	Sunday 9		6 49 m	6 2
1 37 a	3 0			7 39 a	2 3
1 55 m	2 7	Monday..... 10		7 24 m	5 7
2 14 a	4 11			8 19 a	2 0
1 50 m	2 2	Tuesday..... 11		8 2 m	4 8
2 52 a	4 5			9 4 a	1 9

MOON—New, 6th, 8h. 13m. A.M.

KIDNAPPING A GIRL.

ON Monday, at the Girgaum Police Court, two men, named Gallio and Lafond, were charged with kidnapping Ellen Luiza Pereira, a minor under the age of sixteen years, from the lawful guardianship of her grandmother, Mary Pereira.

Roza Maria Pereira said—I am the widow of the late William Francis Pereira, and am at present in the service of a lady at Malabar Hill. I entrusted my mother Mary Pereira, about five months ago, with the custody of my daughter, Ellen Luiza Pereira, a minor under the age of sixteen years. I have seen the two defendants Gallio and Lafond occupying rooms in the same chawl where my mother lived. On Thursday last, at about 10 A.M., I received certain information from my mother Mary Pereira, and on going to the chawl in Coomarwada, I missed my said daughter Ellen Luiza Pereira from the room of my mother. I have searched for her, but cannot find her. I charge the defendants Gallio and Lafond with kidnapping her from the lawful guardianship of my mother Mary Pereira.

Two more witnesses were examined, who proved seeing the girl in company with one of the defendants one evening at Mazagon.

The magistrate adjourned the case for further enquiry till Monday next, and admitted the defendants to bail.

MUSCAT NEWS REPORT.

FROM 11TH TO 23RD MAY.

A SALUTE was fired at Muscat on the 18th May for the taking of Gwadur by the forces of H. H. Syed Toorkee.

H.M.S. Briton arrived at Muscat on 1st instant.

H.M.S. Briton and Bullfinch left on 21st instant; the former on a cruise, the latter for home.

Syed Salim bin Thoweynee has proceeded to Bideyah.

H.M.S. Lynx arrived to-day (23rd) from the Persian Gulf.

ADEN NEWS REPORT.

FROM 16TH TO 22ND MAY.

FURTHER particulars relative to the occupation of Sana by the Turkish forces have reached Adon during the past week. It appears that on the 24th April the deposed Imaum Ghalib, and about a hundred of the principal merchants of the place, met the Mushir, Ahmed Mukhtar Pasha, at Asir, on the outskirts of Sana, and welcomed him with many expressions of cordiality. The Pasha, who seemed much pleased with these friendly demonstrations, announced that a free pardon would be granted in respect of all past offences against the Turkish Government. The encampment was then formed at Lakamat Ez Zabeeb, whilst one of the regiments entered and took formal possession of the city, hoisting the imperial standard under a salute of 101 guns. On the 26th April, the Pasha himself visited the city, and visited the fort of Koer, the mosque of Bakariya, the principal baths, and other public buildings. The following day a detachment was sent to Showoob to chastise the Dafaees, one of the refractory tribes in the neighbourhood. A short and decisive action took place. Within three hours the stronghold of the chief was demolished; twenty of the chief men were killed, and a large number of prisoners were brought into Sana. It is stated that there are seven regiments, with ten pieces of ordnance, in garrison at Sana. The Pasha will, it is expected, shortly send another expedition against the Heziaz, Gadhir, Dar Salim, Amaral-Atharee, and others of the robber tribes who have for years past rendered the approaches to Sana almost impassable for travellers.

It is reported from Hodeida that one of the first steps towards opening the country in the vicinity of that port has been taken by the abolition of the tax of one dollar on every camel which was formerly levied by the Chief of Bajil, Hamood bin Ali Honaida. This has been done by the express orders of the Mushir.

There is no news from the immediate neighbourhood of Aden to report. The country is quiet, and supplies are brought in regularly.

BELOOCHISTAN NEWS—THE POSSESSION OF GWADUR.

FROM 8TH TO 15TH AND 22ND MAY.

SYED THOWEYNI, the Wazir of H. H. Syed Toorkee, Sultan of Muscat, took possession of Gwadur without opposition. The Wazir was accompanied by 300 Arab soldiers, and the change of rule was favourably received by the inhabitants. The Wazir proposed remaining at Gwadur until the next Gulf steamer passes about the 29th instant.

Fever and small-pox have disappeared from the town.

On the Shahgassi, Wali Muhammad, reaching Kozdar, Nuruddin Mingal endeavoured to open negotiations. The Shahgassi caused him to be informed that if he surrendered, giving up all the property plundered from kafilas, the guns, &c., obtained by him at plunder from kafilas, and the guns, &c., obtained by him at Beyla, his life should be guaranteed but not the chieftainship of the tribe. These terms were offered by the Shahgassi to save the necessity of marching a force into Wadd against Nuruddin, which would injure and distress the poorer classes, who had been compelled by circumstances, more than inclination, to share in the late disturbances. Nuruddin has accepted the terms, and surrendered to the Shahgassi on the 10th instant, at Kozdar, stating he was prepared to undergo any punishment H. H. the Khan chose to inflict upon him.

The Sarawan Sirdars are with the Shahgassi on their way to pay their respects to H. H. the Khan at Khelat.

EAST INDIA ASSOCIATION.

THE INTERESTS OF MANCHESTER IN INDIA.

(FROM OUR OWN REPORTER.)

ON Tuesday, May 7, Mr. R. H. Elliot, author of "Experiences of a Planter in Mysore," and of articles on India that have lately appeared in *Fraser's Magazine*, read a paper on "What the true interests of Manchester really are in India" to a well-attended meeting of the East India Association in the hall of the Society of Arts, John St., Adelphi. Mr. J. B. Smith, M.P. for Stockport (who it may be mentioned was first chairman of the Anti-Corn Law League) presided on the occasion.

Mr. Elliot's paper was as follows:—

The other day, when reading a very interesting and valuable pamphlet, written by a native of India, I met with the following passage: "Now a-days, whenever a promise is made by our rulers, the people unanimously observe that the Englishmen of to-day are not the same as Englishmen forty years ago." Now how comes it, let me ask, that we have given the people just cause to talk thus? What, for instance, has caused the Duke of Argyll, or whoever has been responsible for the government of India for the last three years, to sell in the eyes of the people our name for good faith? How is it that our collectors told the people one year that the increased rate of income-tax would only last for one year; and how is it that these very men had to appear as liars in the eyes of the people when they were compelled to announce that the enhanced rate would be continued? How comes it that I find in the evidence given before the Finance Committee, that in Western India the Government had, in the eyes of the people, been guilty of another gross breach of faith? Why is it that the arrival of a British officer, which used to be considered as a blessing, is now considered as a curse, and that the people, regarding him in the same light as the Maharattas of old, ask, "What can he have come for but taxing us?" How is it, let me ask, that with all the knowledge we have of the poverty, the sickness, and the crime caused by drinking; how is it that we, who are so painfully alive to the evils arising from gin-palaces at every corner; how is it that, with all this knowledge staring us in the face, we have laid down drink to every man's door in India? And how is it that we have turned our attention so effectually to what is called this promising branch of revenue, that the accursed vice of drinking is rapidly spreading from one end of India to the other? How is it that the solvency of our Indian Empire actually depends upon the fortuitous circumstance that we are still able to force opium on the Chinese, and that from the fact of the Chinese having taken to growing it themselves, we are threatened with bankruptcy at no very distant date? How is it that the rats are deserting the ship, and that the paltry native stake in Indian securities is steadily diminishing? How is it, and I wish you particularly to mark these words, that the power in India is gradually slipping from our grasp, and that if we continue to go on as we are now doing, our rule as it at present stands will soon be numbered with the things that were? Well, the answer to these and to a hundred kindred questions is to be found in the fact that the Government has not only spent too much money, but spent it in the wrong way. When we ask the cause of this we find that it did so owing to the pressure brought to bear upon the Government by the trading interests of this country; to the pressure that urged the Government to open up the country, and push on every branch of civilization with the least possible delay. When we ask again what caused Manchester to act in a way which has led to such fatal results, the answer is to be found in the fact that Manchester was entirely ignorant as to what the capabilities, resources, and requirements of India really are. It shall be my endeavour this evening to remove that ignorance, to teach Manchester how to be selfish, to show her, in short, what her true interests in India really are; and to prove to her how beautifully those interests coincide in every way with the interests of the people of that distant Empire.

And now, gentlemen, I purpose inquiring—

I. What the base of civilization really is in India.

II. I purpose inquiring whether the present action of Manchester does or does not harmonize with that base.

III. I shall point out what the true interests of Manchester really are in India, and what the Manchesterians should do for the future with the view of furthering the interests of both countries.

IV. I shall explain what I mean when I said just now that in consequence of the action of Manchester our power in India is gradually but surely slipping from our grasp.

And, first of all, as to the base of Indian civilization. When Hyder Ali, the Mohammedan usurper of Mysore, once wanted to choose a puppet heir to the throne from the old Hindoo line, he summoned before him all the children of the families of the blood-royal, and threw down a number of toys, to observe the children at play. One sized one toy, and one another; at last one little fellow seized a sword in one hand, and immediately afterwards took a lime with the other. "Let that be the future Rajah," said Hyder. "His first care is for the security of his dominions, his second is to see after the produce of the soil." In other words, he very soundly concluded that the first, and the second, and the third thing necessary for the base of civilization is the safety of life. Now, gentlemen, I am almost ashamed to call your attention to such an obvious truism as this, or rather I should say that I am honestly ashamed that our people here are so entirely ignorant of the conditions of Indian life, that we have actually to go back like children to the very bottom of the political scale—honestly ashamed that I actually have to base the whole of my arguments this evening on the simple truism that the safety of life is that base from which alone any nation can advance towards a solid civilization. And yet it is an undoubted fact that if the people I am now addressing carry away this one great fact, and are successful in urging it on the attention of the English people, the key to the greatest of our Indian problems will be found, and the principal difficulties connected with our Eastern administration triumphantly overcome. Something indeed we have done towards laying the groundwork of civilization, for we have kept the peace for the last fourteen years, and so far we may say that life is as safe as it has ever been in India. But the remainder of the problem, and I fear the greatest part of it, has yet to be solved. Within little more than the last ten years 2,814,529 of the inhabitants of India have died from starvation, and during the present year another famine has no doubt added—who shall say how many?—victims to the tale. Place that fact side by side with the test of the good government in all countries—the safety of life—and let any man say, if he can, that the base of civilization has been firmly laid in India; nay more, let any man deny, if he can, that a government which witnesses such things and neglects to take every possible precaution against their recurrence—let any man deny, if he can, that such a government may justly be spoken of as cruel and barbarous! Those I know are harsh and uncompromising terms, but I make use of them because I am sure they are well deserved, and because I deem it best for both countries that the naked truth should be plainly declared. And now, gentlemen, let us look to the future, and let us ask what is necessary for securing the safety of life in India. In the first place, and as a temporary measure, it is absolutely necessary that in all districts where famines are possible State granaries should be formed, in order to tide people over periods of dearth. But though this measure is expedient, it must not be looked upon as the measure for best securing the permanent safety of life and the general interests of the people. In order to secure these interests we must look to water alone. Without this nothing can be done, and whichever way you look you will find the answer come the same, and you will get to water at last. If the financier comes to me I tell him that the key of finance is population to pay plenty of taxes, that the key of population is ample and certain food, and that the only key to regular and ample food is to be found in water. If the general politician comes to me, I say to him that if we wish to hold our own in India this can only be done by rendering her people rich and contented; that this can only be done by developing the resources of the soil, and that this again can only be done by cheap and abundant water. If Manchester comes to me I say that India can only become an active purchaser of her wares by being enriched; and here again we get to the one, the only answer. If Manchester again comes to me and says that she wants an improved quality of cotton, and that she wants to have it as cheaply and regularly as possible, I say this can only be effected by irrigation, and by rendering agriculture so safe that the area devoted to the production of food can be safely reduced, and more land spared for cotton without the smallest risk of famine. If the investor in Indian railways comes to me and complains of the miserable traffic receipts and paltry earnings, I point to the fact that if ever he wants railways to pay he must find more produce to carry, and here again we get to water. If the general observer comes to me, and says that you can't expect rapid development in a climate which relaxes the frame, and where the people are thus naturally possessed of but little enterprise in matters requiring much physical exertion—if such a man comes to me, I tell him that we must find some way which shall add to the resources of the country with the least possible demand on the labour forces of the people, and this can only be done by water. Ask any man you chose who really knows India well, and who is able to take in at one glance all the circumstances of the situation—ask any such man what is to be done, and he will tell you to get Rungasawmy up to his middle in mud and leave him alone.

And now, gentlemen, I trust you will allow me particularly to call your attention to a subject which is universally admitted to be most intimately connected with the supply and economization of water; I mean the supply of trees. Their effect on climate, and on the economization of the rain that falls; their influence in bringing down rain gradually, and so doing away with those destructive deluges which are so injurious in all parts of the world; their influence in moistening the air, and so modifying the evils arising from hot and parching winds; their influence in making the climate more temperate, and more fitted for continuous labour; their power in modifying sunlight, and doing away with its excessive glare; their chemical action on the air and ground, by which they prepare the soil for more useful and better kinds of plants—all these points alone show very clearly the part that trees play in the history of the world. But when you come to add that the leaves of many species are highly valuable as manure, and that vegetable matter is in many instances the crying want of Indian soils; when you take into consideration that wood is much needed for fuel and building, and that it is a well-established fact that cholera seldom makes its appearance in well-wooded countries in India; and that the leaves of many trees are also valuable as food for cattle, I feel sure you will, one and all, perceive the extraordinary power that man has over the forces of nature if he will only learn how to turn them to account. In short, it is not the slightest exaggeration to say that, by the planting of trees, you could in the space of thirty years alter and modify the Indian climate, and improve the material condition of the people to an extent which it would be difficult to estimate. If, then, the arguments previously adduced are of any value, they undoubtedly prove that the base of Indian civilization lies in the safety of life; that this can only be immediately secured by public granaries to tide the people over a period of dearth; that this, however, is only to be looked upon as a temporary measure, and that the true base of Indian civilization lies first of all in water, and that, secondly, the way of increasing the supply of water and modifying the climatic conditions of India is to be arrived at through the medium of that vegetable life which, next to water, is most calculated to add to the resources of the country and the general welfare of the people.

And now, gentlemen, having pointed out the only base from which to advance towards a solid Indian civilization, I purpose inquiring, in the second place, whether the past and present action of Manchester has or has not harmonized with that base, and whether it is or is not doing so at this moment.

And here allow me to say at the outset that I entirely acquit the Manchesterians of having seen the extreme inconsistency of the demands they simultaneously made on the Government of India. Their action was very like that of the Directors of the East India Company in days gone by, who in the same breath told Warren Hastings to govern leniently and send more money; or, in other words, to be at once the father and the oppressor of the people. And the Manchesterians have in like manner said to the Government of India: "Look after the good of the people; see that they have plenty of irrigation; open up the country with roads and railways; see after their good in every way, and for God's sake send more and better cotton!" And, as might have been expected, the Government, imitating the action of their great predecessor, did look after the railways and the cotton; and indeed their anxiety to provide the latter material was such that they abused an extraordinary liberality in taking the funds of the people and spending them on cotton farms and cotton commissioners. And, gentlemen, in acting thus the Government proved itself to be the greatest enemy both of the Indians and the Manchesterians. For the permanent interests of both the safety of Indian life was the indispensable base; and for both was this base neglected, in order that a temporary and evanescent advantage might be gained. Railways were pushed forward, and a vast debt, or the responsibilities of a vast debt, incurred to create them. Now let us consider the general action of railways with reference to the base of civilization—the safety of life. If you reflect for one moment you cannot fail to see that their tendency is obviously to impair the safety of life, for their tendency is to reduce the amount of cereals to a minimum, and turn the whole attention of the people to the production of articles of export which cannot be eaten—as cotton, opium, and oil-seeds. To an ordinary observer it may appear that if railways can take produce out of India, they can carry grain into it from the seaboard; but a single glance at the map will show you that, from the singular geographical position of India, this is simply impossible, seeing that there are no corn-exporting countries within reach on the west, while on the east we have only Burmah to rely on. That the general tendency of railways is to create famines is, then, a proposition which cannot be doubted, and we have already had painful proof that where they now exist the people have derived little or no benefit from them. There was a railway running right up to the famine districts of 1861, and the same railway skirts the Rajpootana States, where we had the great famine of 1868. If, then, the safety of life be indeed the base of civilization, and the works most actively pushed forward in India do not only not provide, but are actually antagonistic to this indispensable base, it follows that the action of Manchester has been hostile to the vital interests of India. And this action has been antagonistic because it is impossible that any poor country can push on simultaneously all the parts of civilization, and because, owing to the ignorance of Manchester, we have commenced with works which, while they are capable of being the crowning point, can never be the base of a solid Indian civilization.

And here it will not be out of place if I say a few words on Indian railways, words which I hope every man will carry home to-night and seriously reflect on. And these remarks I make entirely with reference to Sir Richard Temple's financial statement for 1871-72. In the first place, I have to observe that he informs the public that the railways in India, as a whole, are paying less than 3 per cent. In the next place, I have to inform you that he says that "tonnage and passenger traffic show no considerable increase of late, and leave an immense way for our traffic to make up before it will bear any favourable comparison, either with the size and population of India itself, or with the results obtained from railway communications in other parts of the world;" and he also points out that within the last five years only two lines show any large increase of earnings, and that the other lines have remained comparatively stationary in this respect during the period in question. The next fact of importance is that the guaranteed interest levied from the people to make up the loss on the railways for the coming year must be set down as 1,836,900, and that, to use his own words, "the steady accretion year by year of these payments does indeed form matter for serious reflection;" and in this remark I need hardly say that I entirely concur. And when he subsequently informs the public that "the growing importance of railway finance will hence be apparent to the taxpayer of India," I need hardly say that I concur still more heartily, and that if he had said disagreeably apparent the observation would have been even more correct. After these cheering statements, you might naturally suppose that Sir Richard would counsel the Government to pause for a time before proceeding with such very tempting undertakings; but, so far from that, he announces the intention of the Government to carry out a grand total of 15,000 miles of railway, and says that thirty millions more will probably be required within the next ten years; and he also adds, with evident pride and satisfaction, that "we are actually endeavouring to do something more or less on fifteen different lines of new railways." Now this may be a comforting reflection for Sir Richard Temple, but I ask any man here present whether it is a comfortable reflection for the English to find that they are being led into laying out hundreds of millions on such work, or for the natives of India that they have to pay the enormous loss that is represented by the difference between the guaranteed interest and the railway earnings. I ask every man here present whether it would not be wise to suspend the execution of these magnificent schemes until we see our way more clearly, or at least till the railways already made pay their way, and cease to be a burden on the resources of our poverty-stricken Indian Empire.

And now, gentlemen, let me ask you, in the third place, what Manchester should do, and what its true interests in India really are. And here I need only say that if you admit the soundness of the arguments previously adduced there can be little doubt as to what the course of the Manchesterians should be. They should simply go to the Government of India, and urge it to spend no more money on any kind of works but irrigation. They should go to the Government and say, "India has lost millions of its inhabitants within little more than the last ten years, and that proves that your Government must be the worst in the world, for it proves that the base of civilization has not even been commenced; and till we see that base firmly laid, you shall not have another shilling for railways or any works of the kind. If, gentlemen, you can once get the Government practically to realize the great fact that the safety of life is the base of civilization, your work will be done, and India will be saved as much as she can be by you. For many a year to come the efforts of the Government will be concentrated on irrigation; the people will steadily advance, they will become richer, their only resource will be thoroughly developed, they will become both better producers and better purchasers, and thus will be able, without the smallest risk of famine, to devote the greatest possible area to the most profitable kinds of crops for exportation; and finally, taxation may be made lighter, and the people as well contented as any people can be with an alien rule.

And now, gentlemen, having shown you as clearly as I can what the true interests of Manchester really are, I purpose explaining finally what I meant when I said, that in consequence of the well-meaning but misdirected action of Manchester, our power in India is in a great measure gone, and that the remainder of that power is gradually but surely slipping from our grasp. And here I trust you will allow me to say, that if I had small difficulty in proving to you what the true interests of Manchester really are, I shall have still less in proving that our power in India is at the present moment something very different from the ideal that exists in most people's minds, and assuredly something very different from what it was forty years ago; and in order that you may clearly understand this, it is necessary, as in nearly every other political matter connected with India, that we should go back to the very bottom of the scale, and that just as it was necessary in the previous part of my lecture to commence by stating that the base of civilization is the safety of life, so it is now necessary to commence by stating that generally speaking money is power. Recognize that idea, grasp it firmly, and you are bound to admit that our Indian Empire in its original sense is, practically speaking, already numbered with the things that were. Is this a dream? Is it an hallucination? Has the greatest part of our power indeed gone by? Is it a fact that we have rendered into the hands of these feeble people hostages which we can never regain possession of? Is it a dream that these hostages are the life-blood of the widow and the orphan, and of who shall say how many families, living, as they fondly think, in a peaceful state of immunity from the most pressing cares of life? It may indeed be a dream, and I sincerely trust that it may eventually prove to be so; but after long and anxious consideration, and after having subjected my reasoning to the criticism of many able men, I am bound to say that in the arguments I have to present to you there is neither rent nor flaw, and that, by one of the strangest turns of fortune that the world has ever seen, the strong have indeed rendered themselves into the hands of the weak. And now I have to tell you that the liabilities of the Indian Government come to about 213 millions, and that only 13,790,934 is held by natives; that even that small amount seems to be steadily diminishing, and that a considerable portion of this paltry stake is represented by sums which are by Government orders obliged to be invested in Indian securities. Now have any of you asked yourselves what that statement means? Have any of you realized the fact that this vast sum is utterly irrecoverable, and that in parting with it you parted with more than three-fourths of your power in India; and that if the Government persists in the course it has announced, we shall be able to fix the date of the termination of our authority more accurately than we can forecast any political event in the world. If we assume that our total stake in India is as low as 200 millions, and that the Government carries out its declared intention of spending another 100 millions on railways within the next twenty-five years, we shall have by that time lodged on the soil of India hostages to the value of 300 millions. But long before that amount of indebtedness has been reached our power in India will be at an end. The people, who are already exhibiting a critical and inquisitorial spirit, will have become educated, they will at last perceive the meaning of the phrase that money is power; and the moment they have universally realized that great fact, at that precise moment will our Indian Empire, in its original sense, cease to exist. Then, indeed, will the people be able to assert their independence of a foreign yoke, and, no longer suing to us in humble terms, be able to demand the right of taking themselves and managing their own affairs. Then will the people, who are already beginning to reckon up the millions unjustly extorted from them in former years, and who are already, in the altered tone they have lately adopted, showing a consciousness of power—then will the people demand their rights in full and down to the utmost farthing. And with such a sum at stake shall we dare to resist their demands? And yet to yield to them would be attended with a result to the full as fatal, for every concession would only be followed by fresh demands, and the appetite for power and place would grow with every point we surrendered. And supposing we denied their just demands. Can any man fail to see the inevitable result? It might come early, it might come late, but it would surely come at last. We should have a tremendous struggle that would cost us at least 50 millions, while the natives, who will then be able to see our vital point, will easily, by the destruction of railway works and other property, add another 50 millions to the tale. Out of the contest we should, I believe, rise physically successful; but unless we suppose that the English are foolish enough to advance another 100 millions, and so stake a total of 400 millions, our Indian Empire will simply have disappeared in that grand gulf which finally makes known all lies and all impostures—the grand gulf of bankruptcy.

I have now shown you one of the roads by which you are advancing steadily to bankruptcy. The termination of that road, however, may be distant, and some will no doubt assert that the idea of such a road is a mere dream. Let us grant that it is so, that the people of India are always to be mere children, and that they are never to recognize the meaning of the fact that, generally speaking, money is power. Let us grant all that, and turn our attention to a road to bankruptcy which stands clearly before us. Let me ask what the nature of the security is on which we have lodged our present stake of 200 millions. Well, it is an incontrovertible fact that the whole of this immense sum is balanced, as it were, on the top of a pole, the rottenness of which every one admits as clearly as they do the fact that the moment that prop fails the Indian Empire will be bankrupt beyond hope of recovery, and that prop—that iniquitous prop—is opium; and just as I have never met a man who relies on it, so have I never met a man who can tell me how the Empire, as it at present stands, can exist without it. And it is on the top of this pole that the British people have balanced 200 millions of their money; and by way, I suppose, of making their hold on India more secure, the public here are being led to add another 100 millions to that huge amount.

And is there no way of avoiding those dangers to which, buoying ourselves up with false hopes, and keeping our eyes fast shut, we are so rapidly drifting? Assuredly there is a way. At least one-half of that way lays in the power of the trading interests in this country, and what they should do I have already shown you. But the remainder of the way has yet to be made clear, and something towards that way I hope to contribute before the year is out. It is sufficient here that I have endeavoured to accomplish my object here this evening—that I have endeavoured to show what the true interests of Manchester really are in India.

And now, gentlemen, allow me to say, in conclusion, that I do not one moment suppose that my advice will be accepted; that Manchester will go to the Government, and, speaking in the best interests of both countries, urge it to desist from spending money on works that don't pay, and beg that for the future every effort may be concentrated on those which are of such vital importance. Were it, indeed, otherwise, and if my advice were listened to, it would be contrary to all our experience in Eastern matters; and just as Sir Arthur Cotton has been termed an enthusiast, and as Mr. James Geddes—who has recommended us to liquidate our Indian affairs as fast as possible—just as he has been called "half crazed," so must I be prepared for that ridicule and contempt which has generally been showered upon those who have dared to urge the most crying wants of India, or to warn their countrymen of their rapid approach to the greatest danger that can ever overtake the English people. But, gentlemen, there is one man whom you can neither treat with contempt nor ridicule—the greatest orator in England—John Bright. Thirteen years ago he dimly shadowed forth the way in which India would have her revenge; and that he did not see the writing on the wall more clearly is owing to the fact that no one in England could have foreseen the unparalleled folly which has characterized our government of India in recent years. But that writing which he could but dimly perceive stands clearly before us. With our own hands are we destroying ourselves, and the day is fast coming on when, to borrow the phraseology of that great man, India will be avenged, because the power of her conquerors will have been broken by the intolerable burdens and evils which have been cast on her victim, and because out of those evils will arise a waste of human life and a waste of wealth which England, with all her power, will be unable to bear.

At the conclusion of the reading of the paper,

The Chairman, departing from the usual practice of reserving his remarks till the close of the debate, rose to address the meeting. He began by explaining that it was by accident he had been called upon to preside on this occasion. To his astonishment he had found that the paper which had just been read was a serious bill of indictment against the people of Manchester, who were charged, himself among the number—for he had taken a very active part in Indian questions together with Mr. John Bright and other Manchester men—with having caused the ruin of India. He joined issue with the lecturer as to the ignorance on the part of Manchester of the capabilities of India, for he believed the people of Manchester knew more about India than any other people, having been trained by constant struggles with the East India Company first to obtain the abolition of its monopoly, secondly, to abolish its rule in India, and thirdly, to develope the resources of the country. Thirty years ago he was for three years President of the Manchester Chamber of Commerce, and during that period constant communications were received from intelligent Englishmen as to the progress and capabilities of India. The chairman went on to quote from a paper published at that early period in Manchester, in which the following remarks occurred—"Not only are we exposed to the danger of being limited chiefly to one source of supply (of cotton,) but to a still greater danger, namely, that the supply is the production of slave labour. It may be that the institution of slavery, although now condemned in all civilised countries, may exist for ages in the United States, or that circumstances may any day endanger its continuance. The alarm occasioned by recent symptoms of discontent among the slaves of that country is evidence that their owners themselves are not without apprehensions of danger, and it is impossible for those interested in the cotton manufacture of this country to contemplate with unconcern the insecurity on which their vast manufacture rests." He (the Chairman) thought they must at all events give Manchester people credit for being far-seeing people. They contemplated the possibility of their supply being interrupted by something taking place among the slaves. That anticipation was unfortunately realised, and Manchester and all the cotton manufacturing districts for seven long years went through great suffering in consequence of a cotton famine. Well, what course did Manchester take? She wanted increased supplies of cotton. She saw that we possessed India which for ages had been a great cotton grower. But she found the quality of the cotton inferior and unsuitable. She knew, however, from having seen specimens grown in the country, that it was possible to grow cotton of a superior kind there. In 1848, Mr. Bright, who was then member for Manchester, moved for a committee of the House of Commons to enquire into the growth of cotton in India. He (the Chairman) was a member of that committee. Some very valuable information was obtained on that occasion—which he was afraid the lecturer had not examined—showing that the ryots were perhaps among the most poverty-stricken people on the face of the earth. The report of the Committee said upon that subject—"They are in reality a class of cultivators in the most abject condition. They are indebted to the money-lender or banker of the village for the means

ways, so they had always advised Government to proceed in the development of India. (Hear, hear). If they had said a single word at all in promotion of railways it had been in favour of light railways—(hear, hear)—railways on which light engines, light rolling stock could be run, and which could get up the hill sides without any great expense. They had always said that Government was spending money on railways for military purposes and not for commercial purposes. (Hear, hear). They had pointed out that the debt of India was increased by money being spent upon barracks and railways for strategic and other military purposes, and they had told the Government constantly that in their humble judgment it had failed to adopt the right means of administering India in wasting to so large an extent the resources of the country upon needless railways and needless barracks. (Hear, hear.) Now they had received nothing from India—he spoke on behalf of Lancashire—but what they had paid for—(hear, hear)—and while they had encouraged the growth of cotton in India to a large extent, they had not in any way whatever been the means of displacing the growth of corn and rice. They had brought no grain from India, but they had poured riches into that country, and it was a sure sign of the welfare of the country that the wages of the common people had considerably risen—(hear, hear)—and their means of increasing their comforts in like manner advanced. Every one who knew anything about India was aware that during the past ten years the wages of the ryots had immensely increased, and surely no better test could be found of the well-being of the people.

A Member—They have increased 50 per cent.

Col. Madley—And the price of food 100 per cent.

Mr. Mason believed the wages had increased more than 50 per cent.

Mr. A. Tayler concurred with the lecturer in thinking that safety of life was the basis of civilisation; indeed, he would say the basis of civilised and successful government, and he agreed also as to the means for gaining this end, namely, increasing the supply of water.

Mr. E. C. Howard of Stockport confirmed from his own knowledge the remarks made by Mr. Mason.

After a few remarks from Mr. Geo. Crawshay and, in reply, from Mr. Elliot, the meeting terminated with the usual votes of hanks.

EAST INDIA FINANCE COMMITTEE

HOUSE OF COMMONS, FRIDAY, MAY 10.

(Special Report from Our Own Reporter.)

At to-day's sitting of the Committee, Mr. Harrison, the Controller-General in the Financial Department of the Government of India, was again examined, assisted as before by Mr. Gay, his deputy. He gave details as to the police charges in a number of the different provinces, showing that there had been a great increase generally, owing to a revision of the police system. In regard to Bombay he stated that the expenditure under this head in 1856-57 was £216,700, and in 1870-71 £353,168. The force was renewed there in 1861, the division then existing—and which was as follows—being taken as the basis of the new arrangements:—Criminal police, 23,684 in number, costing £284,853; river police, 126 in number, costing £2,659; dacoity police 80 in number, costing £2,000; cantonment police 490 in number, costing £4,920; military police 6,598, costing £102,536; making a total of 30,888 men, costing £394,968. At present the total number of all grades was 16,877, the proportion to population being 1 to 783. The rate of pay to the constables was Rs. 10, Rs. 9, Rs. 8, and Rs. 7 monthly. In the total cost above named was included a sum of £33,570, the value of grants in lands and villages to police, who were not included in the numbers mentioned. The cost of the town police in Bombay was paid three-fourths from the local rates and one fourth by Government; and including the charge incurred by Government on this account, and also on account of the police in other towns of the presidency where the municipal body paid a part of the cost, the total charge for police in this presidency amounted at present to £383,000.

Lord E. Fitzmaurice—Is the charge for police generally, over India, likely to increase?—After the general revision of the police in 1861 there appears to have been a tendency to increase in more than one province, and the increase continued for some six or eight years, but within the last two or three years the charge has been brought back again to the limit fixed in 1861, and I am not aware of any reason for thinking that the present appropriation of money is not sufficient for the future.

Coming next to the charges under the head of education, Mr. Harrison stated that they amounted in 1856-7, for all India, to £207,818 and in 1870-71 to £624,690. Under the head of Universities the charge in 1856-7 was £325, in 1870-71 £10,715. The former figure represented a small charge for the University of Calcutta, which was established in January 1857. The charge for 1870-71 consists of £4,587 for Calcutta, £1,290 for Madras, £4,838 for Bombay. Three-fourths of the expenditure in Calcutta consists of the remuneration paid to examiners, the University being, in short, an examining body.

Mr. J. B. Smith—Are the examiners all Europeans?

Mr. Harrison—Not all. Against this expenditure there are fees which candidates for examination are required to pay, and which in the year 1869-70 (I have not got the figures for 1870-71) amounted to nearly £4,000, being therefore sufficient to cover the greater part of the expenses. In Madras the total charges are £8,369 and the receipts from fees £2,079, showing a net cost of £1,290. In Bombay the fees amounted to £3,500 and the total charges to £4,800. Under the head of superintendence there has been for all India an increase from £87,612 in 1856-7 to £150,763 in 1870-71. In Oude there was no charge in 1856-7; at present the charge for that province amounts to £6,203, which represents the cost of a Director of Public Instruction, two inspectors and a number of deputy inspectors. The pay of the deputy inspectors varies from £96 to £180 a year. In the Central Provinces the increase under the head of superintendence has been from £1,413 to £8,332. In Burmah the charge was £1,600; this is althogether new. In Bengal the charge has increased from £17473 to £28530. The pay of the Director of Public Instruction has not been altered; it is £3,000. That of the inspectors is about the same, but the number has increased from four to seven, and there is an additional number also of deputy inspectors. The expense of the Director's office has increased. In Madras the increase has been from £8,660 to £17,578. The increase is for inspectors entirely. There has been a reduction in the salary of the Director from £3,000 to £2,400. In Bombay the charge has increased from £10,399 to £31,145. The number of inspectors has increased from 3 to 4 and of deputy inspectors from 11 to 26. In the N. W. P. the whole charge for education has increased from £38,306 to £68,559; the charge for superintendence is not separately stated. The salary of the Director of Public Instruction is £2,400 rising to £2,700. The total charge for the "higher" schools in all India was in 1856 57 £36,559, and in 1870-71 £64,568. This increase has generally arisen from increase in the number of schools. The expenditure on the lower class schools has increased from £14,166 to £95,648.

After some examination in regard to lesser items of the educational charges and in regard to the ecclesiastical charges—nothing of interest being elicited—

The Committee adjourned till May 28, owing to the Whitsuntide holidays.

INDIAN ITEMS.

The Weather in Allahabad.—Salamanders would find Allahabad a suitable place of residence. On Saturday the thermometer in the shade registered 110·5°, and at sunrise yesterday morning 91·5°.—*Pioneer.*

The Madras Pier.—We learn that the repairs to the pier will commence about the middle of this month. The Government will not be put to such expense this time as on the last occasion, as there are several surplus piles in the pier workshop which can be used for repairing the gap.—*Madras Athenæum.*

Bangalore has just lost one of its oldest residents, Mr. J. P. Hayes. The deceased entered the service of the Rajah of Mysore in 1819 and has always been held in high esteem by the Native Princes and the British Resident. He had reached his seventy-third year, and leaves behind him a family of 3 sons, 7 daughters, 24 grandsons, 17 grand-daughters, 4 great-grandsons, and 4 great-grand-daughters!

Fracas in Bangalore.—"One who was Present" informs us that a row took place on Tuesday evening last in the old market road near the bridge between some Mahomedans and Pariahs, in which the latter had the worst of it, and broken heads were not a few. Our correspondent adds that though it occurred between 4 and 5 o'clock, there was not a single police peon or European constable to be seen on or near the spot, and respectable people were afraid to pass that way.—*Bangalore Herald*

The Envoy of the Ameer of Bokhara and the late Viceroy.—Before leaving India the Envoy, who brought a complimentary letter from the Ameer of Bokhara to Lord Mayo, requested His Honor the Lieutenant-Governor of the Punjab to be allowed to offer a contribution of Rs. 300 to the Mayo Memorial in token of his gratitude for the kindly attention which he had received at the hands of the late Viceroy. His Honor accepted the offer, with thanks for the kindly sentiment by which it was dictated.

Horrible Death.—A correspondent informs us that a Mr. Barcher, one of the railway inspectors on the North-West line, whilst returning from Madras to his post was found dead in the train on the morning of the 28th. He must have been dead many hours. How it was no one knew anything of it sooner does not appear. The train stops a long time at Cuddapah and tickets are invariably called for there. There must have been great carelessness somewhere. When the train stopped at Ghooty the stench was so bad that no one liked to go into the carriage to remove the corpse. —*Bangalore Herald.*

Scandal.—We hear from Cawnpore "that the officer in command of the escort of the Viceroy when here was seen to be not in a fit state for duty, and that Lord Northbrook himself observed it and sent an aide-de-camp to suspend him. A Court of Inquiry is now sitting on the officer in question, who has been for some time in delicate health. He states that he was suffering severely from fever at the time, and can prove he was perfectly sober a few minutes before the arrival of the Viceroy's train." From the same correspondent we learn that the escort mounted guard in *full dress*—a piece of cruelty in such weather as this.—*Pioneer.*

Gallantry of a Clergyman during the late Cyclone.—A correspondent of the *Madras Athenæum* says—"It is a singular fact in connection with the late cyclone, that whilst the services of the military, marine, and police have been acknowledged, the infatigable exertions of a clergyman, who was one of the first on the beach, and amongst the most active in saving life, seem to have remained unobserved. At great personal risk the Rev. E. DuBois rescued two of the sailors of the Ardbeg; and assisted in bringing the body of the captain on shore, and conveyed it to the Fort, where for a considerable time he used every effort to restore animation."

Interesting to Salary Drawers.—In this country where salaries are paid monthly, it is, we believe, by no means an uncommon practice for persons with a short balance at their bankers to draw a post-dated cheque payable say on the 2nd or 3rd of the following month when they expect to have enough of funds to meet the cheque. It may interest those who are either in the habit of drawing or accepting such post-dated cheques that a discussion is at present going on in England as to their nature and proper denomination. It appears to be pretty definitely settled that they would not hold good as demand bills, but would have to be stamped *ad valorem* with penalty attached of £2 if undue, and £10 if at maturity.—*Indian Public Opinion.*

Separation of the Sexes in Churches.—The differences among the congregation of the Brahmo Mandir regarding the right of women to sit outside the screen have at last been amicably settled, though we deeply regret the delay which has occurred in the matter and to which not a little of the animosity and rancour on either side has been owing. Four rows of seats on the east of the organ will be duly enclosed and reserved for such ladies as may choose to sit there, their husbands, guardians and friends occupying the back seats. Such an arrangement, while it concedes to the ladies' freedom from seclusion of the *purda*, prevents at the same time that promiscuous commingling of the sexes which the authorities of the Mandir have always wisely discouraged. An English friend, writing to us from London on this subject, recommends "family pews."—*Indian Mirror.*

The Bangalore Hounds.—The pack of hounds ordered from England for the coming season arrived last Sunday. They were selected by Mr. Wilton of Notting Hill and sent out in the *s. s.* Orchis via the Suez Canal. Fifteen couples left England: one died *en route*, so but fourteen couples came to hand: of these there are six couples ladies, one of whom pupped at sea and arrived with seven very fine puppies. In addition to the fourteen couples from home there are 1½ couples procured from the Bombay Hunt, which seem likely to prove an acquisition. The hounds are on the whole a likely lot, and though a little mangy at present are improving daily. From the description received from England of the dumb madness in the Durham County Kennels last season, there is but little doubt that it was a phase of that dire disease which carried off the Bangalore Hounds last season, four couples of which came from the Durham County Pack.—*Bangalore Herald*, June 1.

Triple Murder at Burrisaul.—A correspondent writing to the *Indian Mirror* from Burrisaul, gives particulars of a triple murder committed on a wealthy young widow and her son and a daughter, 10 and 8 years of age respectively. The deed was perpetrated by a villain who was considered to be the next heir, and was probably actuated by a desire of having the property transferred to his own family, if not to himself. The widow, while asleep with her daughter, was struck in six or seven different places in the shoulders with a dao-like weapon, but did not die immediately. Her girl, who was sleeping close by her side, received two or three wounds in the waist and instantly expired. The boy who was fast asleep in a neighbouring house was brutally snatched from the house, and removed to an adjacent ghat where he was first tortured and then squeezed to death. The corpse was then thrown into the river, and discovered the next day. The police, consisting of an inspector, a sub-inspector, two head constables, and 12 constables, are investigating the matter.

Nynee Tal and the Supreme Government.—I fear that Nynee Tal will soon be shorn of its glory as a summer capital. Next hot weather Lord Northbrook proposes staying in Calcutta, and doing so I expect he will not be charitable enough to like the proconsuls taking their red boxes and scarlet liveries to the breezy hills. This has been so often threatened before without any thing coming of it that those most concerned have come to treat the warning with callous indifference; but I much fear that one of these days a bolt out of the blue, in the shape of a circular from Simla, will awaken many to the horrible fact that the evil day which has so long been drawing nigh has at length arrived. And I must say that if it were clearly proved that India could be governed with a stronger hand from Calcutta than from Simla, the same arguments which hold good in the one case would have some force with reference to Allahabad and Nynee Tal. But this is hypothetical; and for my part I have never seen any stronger reason urged in favour of such a disagreeable change than that while the Council sits at Calcutta certain daily papers have a more convenient opportunity of offering their comments on its proceedings than while that august body occupies the little cloakroom at Peterhoff.—*Pioneer's Correspondent.*

THE ABOLITION OF THE PUNJAB STEAM FLOTILLA.

The following interesting facts relating to the Punjab Steam Flotilla appear in the *Punjab Gazette*:—

During the year under review four vessels belonging to the Punjab Steam Flotilla were plying on the Upper Indus, namely, the Jhelum, Chenab, Bias and Ravi, with seven flats and barges.

2. The earnings of these vessels during the year were larger in amount than in any previous year since the Flotilla was started, showing an increase on the past year of about Rs. 12,000.

3. As this is the last annual report of the Government Flotilla, it will be well to show the amount of earnings each year from its formation:—1862-63 Rs 9,219, 1863-64 Rs 18,469, 1864 65 Rs 46,044, 1865-66 Rs 50,231, 1866-67 (11 months) Rs 45,949, 1867-68 Rs 85,953, 1868-69 Rs 83,567, 1869-70 Rs 82,361, 1870-71 Rs 1,01,819, and 1871-72 Rs 1,13,443.

If will thus be seen that there has been a tolerably steady increase in the amount of earnings, although the years 1868 and 1869 show some decrease owing to reduction of fares.

4. In June 1871 the opinion of His Honor the Lieutenant-Governor was requested by the Government of India as to whether the political or military advantages of retaining the flotilla were such as to counterbalance the heavy loss which was entailed each year upon the Imperial Revenues; this loss amounting, since 1862 to about 14 lakhs of rupees. After full consideration of the administrative advantages of retaining the Flotilla, and of the probabilities of a development of the trade by the Indus route from the north; taking also into consideration the fact that a direct line of railway was in course of construction from Mooltan to the seaboard; the Lieutenant-Governor was, with considerable regret, compelled to express the opinion that there were no such advantages in retaining the Flotilla as in any way to compensate for its excessive cost.

5. The Government of India accepted the opinion thus given, and orders for the abolition of the Flotilla were passed and have been, during the past financial year, almost carried out to completion.

6. One steamer of the Flotilla, the Chenab, has been retained for the personal use of the Lieutenant-Governor, the others, together with the factory at Sakkar, machinery and material in store, have been or are in course of being disposed of.

7. The results of the present year, showing a considerable increase of income, have in no way modified the opinion of His Honor, that the abolition of the Flotilla was advisable, and that no such development of trade could reasonably be anticipated as to cover the annual cost for the maintenance of the vessels. The expenditure, even during the past year, has been more than double the income, and the increase in income which has been noted can hardly be expected to continue when the through line from Mooltan to Kurrachee is opened.

8. By far the larger portion of the earnings, moreover, are *pro formâ* charges for Commissariat and Public Works materials, the property of Government for the carriage of which no cash payments are made.

9. The withdrawal of the Flotilla from the Indus will not in reality cause the Government to lose the income thus derived. It will but be diverted from the Flotilla to Guaranteed or State Railways in the profits of which the Imperial Government has as close a concern as in the direct earnings of the Flotilla.

10. It is nevertheless with extreme regret that His Honor the Lieutenant-Governor has been compelled to recommend the discontinuance of this unsuccessful experiment.

The failure has been due, not to the want of energy on the part of the Superintendent, Captain Hampton, or the officers who have served under him. They have done their work during the last ten years under the Punjab Government with the utmost fidelity and industry. The work as been trying in the extreme, and the climate of the River Indus at the time when navigation is most practicable and profitable is dangerous to all but to the very strongest constitutions; but the Punjab Government has never had to complain of any want of zeal on the part of the establishment of the Steam Flotilla.

11. To Captain Hampton, who has been connected with the Flotilla from the first, and whose services have been recognised by successive administrations of the Punjab, the Lieutenant-Governor offers his thanks, as also to Commanders Peck, Hand, Tate and Plummer, and to Mr. Boyce, Superintending Engineer, and to the officers and men under their orders. He is in every way satisfied with the services they have performed, and every effort has been and will be made to provide them with other suitable employment, or to prevent so unexpected deprivation of employment pressing upon them more hardly than is inevitable.

THE ROYAL ACADEMY.

(*Spectator*, May 4.)

It is seldom possible to say in a word whether the Exhibition of the Royal Academy is good or bad. Of course the description must in either case be given by comparison with Exhibitions of former years, and the comparative improvement or deterioration to be observed in so short a time as one year cannot generally be expected to be very decided. Nevertheless, this present Exhibition must be characterised as especially bad. Less than ever is there any sign of original thought, of real intelligence, or cultivated art. More than ever do the *ad captandum* specimens of *genre*, the sentimental rustic and the namby-pamby domestic, possess the walls. The nibblings at "history" are feebler than ever, and landscape has found a depth even below its previous degradation. Strong contrasts and cutting lines are the means of execution most in vogue for attracting attention; and truth and modesty are forgotten by men whose ambition is not so much to interpret nature, as to find favour in the eyes of a clique. This complaint may appear overcharged; but let any real lover of art go round the galleries, and consider how often he has seen anything that gave him real pleasure, and his conclusion cannot be very different. The prospect for Art is not good. Perhaps the picture with most brains in it is F. Walker's "The Harbour of Refuge" (227). The scene is the quadrangle of an almshouse, and the time is just after sundown. To be sure, the subject is a depressing one. To be the inmate of such a place implies a life's failure; and such would seem to be Mr. Walker's meaning; for the mower mowing down the grass suggests Time with his scythe as the only friend after the benevolent founder whose effigy adorns the centre of the court. Very sad is the fate of the old woman (finely sketched in black and gray), passing through life's last scene, without a friend, and supported by the listless, dissatisfied stranger-girl, whose fate is not less cruel to be imprisoned in this uneventful world. As usual with Mr. Walker, the painting, at least of flesh, is little more than flatting. It is a pity he does not study such work as that of Terberg (in the "Congress of Münster"), and note the splendour and vigour of the execution even on so small a scale. The sky consists of alternate smudges of gray and gamboge, and it is difficult to speculate on its probable condition twenty years hence.

The portrait of Sir James Paget by Millais (554), is a work of sterling merit. Not only is it a good likeness in the ordinary sense, but it expresses also the mingled keenness and patience of the philosophic inquirer, and withal the firmness of purpose requirered to transmute thought into act. The great surgeon stands at the lecture table; at his back is the lecturer's slate. One is made to feel the seriousness with which he views his duty as a teacher. It is possible that still greater popularity will attend another portrait picture by the same artist, which represents three young ladies, dressed with saintly uniformity in much-flounced lilac, and playing dummy whist by daylight in a conservatory. There is a perfect tempest of lace, frills, flounces, rhododendrons, and azaleas; and the whole is painted with almost excessive freedom in which Mr. Millais sometimes indulges. A certain haggard look in the eyes (whether intentional or not), suits well enough with the dissipation of matutinal card-playing, while that and a too great consciousness in the expression of the righthand face are in strong contrast with the inimitable simplicity of Sir Joshua's or Gainsborough's beauties. Mr. Millais challenges comparison with his great predecessors by the nature and treatment of his subject; and if he does not gain, he yet has the solace of knowing that he suffers less by such a comparison than any living competitor. Very different is it when he attempts landscape. It is true that last year he produced a pleasing impression by the extremely dexterous and effective way in which he painted a lot of whispering reeds in the foreground to his "Chill October." But one passage does not make a picture; and it is to be presumed that if he persists in his efforts he will disc over that something more is necessary to the production of a landscape than throwing sketchily together a number of details, careless drawing and (to express distance) blurred painting. His "Flowing to the River" (56) cannot be ranked higher than a clever sketch. It is confused and flat, and misses the greatest charm of nature, its breadth and consequent dignity. Nature, it needs no reminder, is full of details; but these are not what first take the eye. They gradually make themselves felt, stealing one by one on the attention, and perpetually revealing the mind with new matter. It is the great masses that first rivet attention and excite the imagination. A great landscape-painter acts accordingly, and it needs only a short visit to the Liber Studiorum at South Kensington Museum, or to the rare collection of that series now at the Burlington Fine Arts Club, to see how firmly Turner held to this principle, and what exquisite truthfulness he thus attained. But Mr. Millais seems rather to disdain study, or at least not to devote much thought to any of his pictures. What he sees at a glance (and that is not a little) he sets down with surprising and enviable ability; and it is rare indeed for him to paint a picture of any sort that does not possess some merit of high order. But it is hard to discover what is the merit of his "Flowing to the Sea" (71). The subject, uninteresting in itself, has not received at his hands any artistic treatment worthy of the name; the lines are poor, the colour is not pleasing, and the execution is slovenly. There is a red-coat on the right, a red-coat on the left, and a red-tiled cottage in the centre. There is a boat apparently waiting to ferry the red-coats across the river, and we are probably to suppose some interval of space between the craft and her intended freight; but so ill is this expressed by the artist, and so disproportionately small therefore does the boat appear, that we are tormented by the thought that these brave soldiers will inevitably be swamped and drowned. On the same wall with these, but above them, hangs a veritable and well-considered landscape, by W. Field, "After the Day's Work" (69). A ploughman with two horses, one of which he rides, splashes homewards at evening through the flooded meadows, under a sky which has not yet discharged all its rain. A great bank of cloud, flecked with crimson "messengers" of fantastic shape, leaves only a small portion of clear sky: this is luminous in effect and pure in colour; and the whole picture is enriched by great variety and subtlety of tones, the skilful arrangement of which produces that high charm of a landscape, spaciousness. It is possible that the height at which the picture is hung prevents our seeing some of the more delicate gradations; but fortunately the work is largely conceived and, its light and shade being good, would be effective at any distance.

A portrait of Mr. Cardwell, by Mr. Richmond (336), will be sure to win commendation by its accurate likeness. With just such an air of self-assurance we may imagine the War Minister announcing, as he did in the early spring of 1871, that the British Army *had been* supplied with the Martini Henry rifle, and we shall at the same time call to mind, with such an amount of satisfaction as the facts of the case allow, that some three regiments are now really armed with that improved musket. An adjoining canvas is sent by Sir F. Grant. It is labelled "Lord Poltimore and Hounds" (337). The artist has been so frequently employed in painting pictures of the same kind that he ought to have made it clear what sort of hounds were intended. Those he has represented are about the size of harriers. But it were an irksome task to criticise in detail this artist's portraits. Still there is one portrait-painter at least who finds much favour at the Academy, and whose work is inferior to that of the President's, but who has this year exposed himself to especial animadversion by the manner in which he has treated the head and features of the well known and deservedly popular Member for Frome (563). Nor is this his only misdeed (319). But, in truth, the whole system, routine, or custom which regulates the admission of portraits ought to be reconsidered. Fashionably-attired women with, year after year, the same characterless features and expression (55 and 355 by Buckner, 123 by Graves); eminent judges, with characters wholly unappreciated by the painters (556 by Sidley, 1,042 by Collins); civic dignitaries in full length and of life-size, reminding one irresistibly, whatever the worth of the sitters, of the old play of "High Life below Stairs" (18 by Williams); Scotch noblemen, un-dressed in what they mistakenly think is (or once was) the national costume of gentlemen in Scotland, and which, at all events, requires for fair pictorial treatment something more than the cross barring that is to be bought at the popular "clanlartan" shops,—these and such as these meet and pester the eye on every side, flatter the vanity of the sitters, and deprave the general taste.

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